RAILROAD

RAILFAN & RAILROAD

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2001 Cover One Contest Winner

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DANGER LIGHTS
Released by Hollywood in 1930 this thrilling railroad film starring Jean Arthur and Louis Wohleim contains lots of steam action. It has a good plot involving two railroaders in love with the same girl. But when the chips are down everyone joins together to save the day.
Black & White- Sound- 1 Hour 13 Minutes

THE BROADWAY LIMITED
This 1941 Hal Roach production starring Zasu Pitts, Marjorie Woodworth, Victor McLaglen, Dennis O'Keefe, Patsy Kelly, Leonid Kinskey and George E. Stone is a light hearted mystery-comedy which takes place on the Pennsylvania Railroad's famous "Broadway Limited" between Chicago and New York City. An absolute must for Pennsy fans.
Black & White- Sound- 1 Hour 10 Minutes

PARADISE EXPRESS
This 1936 production directed by Joseph Kane and starring Grant Withers, Dorothy Appleby and Arthur Hoyt focuses on a dastardly trucking company's efforts to bankrupt the Moon Valley Short Line Railroad.
Black & White- Sound- 54 Minutes

THE PHANTOM EXPRESS
This 1932 film takes place on The Southwest Pacific Railroad where a series of mysterious accidents are being caused by a "Phantom Express".
Black & White- Sound- 54 Minutes

WESTBOUND LIMITED
This 1937 film directed by Ford Beebe and starring Lyle Talbot and Polly Rowles, takes place on the G.R.& N. RR, where a tower operator is blamed for a spectacular head on collision in which 27 people are killed. He is sentenced to prison but escapes from custody in order to prove his innocence. With a little romance and lots of railroad action the plot unfolds to a dramatic conclusion.
Black & White- Sound- 1 Hour 7 Minutes

THE SILVER STREAK
This action packed 1934 B&W production starring Sally Blane, Charles Starett and William Famum features the "Burlington Zephyr", Americas first streamlined passenger train.
Black & White- Sound- 1 Hour 13 Minutes

NIGHT FREIGHT
This 1954 production stars Forrest Tucker, Barbara Britton, Keith Larson and Thomas Gomez. When the M.&.E.R. attempts to initiate "Piggy-Back" service, the villainous crooks that run the competing trucking company attempt to stop them. As the plot unfolds romance and drama combine to make this a top-notch railroad adventure story.
Black & White- Sound- 1 Hour 20 Minutes

STREAMLINE EXPRESS
A 1935 production of "The Streamline Express" begins it's maiden 20 hour voyage from New York to California as a number of romantic, comical and dramatic plots unfold.
Black & White- Sound- 1 Hour 10 Minutes

UNION DEPOT
This 1931 production starring Douglas Fairbanks, Jr. and Joan Blondell, was directed by Alfred Green. A comedy-drama of people passing through a major train depot and how their lives intersect. This film takes you back in time when the great railroad depots of America were the bustling center of passenger travel.
Black & White- Sound- 1 Hour 10 Minutes

THE LOST EXPRESS
This Hollywood production starring Henry Barrows, Jack Mower, Fred Church, Eddy Barry, Martin Turner and Helen Homes was directed by J.P. McGowan. John Morgan, a railroad tycoon, is opposed to his daughter Ruth's failed marriage and has made her daughter sole heir to his railroad empire. Lots of railroad action featuring early Union Pacific steam power.
Black & White- Silent- 50 Minutes

THE RAILROAD MEN
This 1923 railroad adventure stars Richard Morris, Wedgewood Nowell, Ella Hall, James Morgan, Jonny Harron, Clair McDowell and Taylor Graves. Esther, the only daughter of the railroad president, is rescued from certain death by John Buckley, who is a telegrapher for the railroad. A plot is devised to wreck the president's special train, but our hero saves the day and all ends well.
Black & White- Silent (Sub-Titles)- 51 Minutes

PRISON TRAIN
Released in Hollywood in 1938, this thrilling railroad film stars Fred Keating, Linda Winters and Clarence Muse. The story involves an escape plan aboard a train transporting a convicted murderer as well as other felons which is en route to Alcatraz. Lots of action and suspense.
Black & White- Sound- 1 Hour 3 Minutes

TRAIN TO TOMBSTONE
Released in Hollywood in 1950, this thrilling railroad film stars Don Barry, Robert Lowery, Wally Vernon, Tom Neal and Judith Allen. The story involves a train crossing the new western frontier and it's encounter with the Apaches as well as a gang of outlaws dressed as Indians. Lots of action and suspense. Black & White- Sound- 1 Hour

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RAILFAN & RAILROAD®

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on the cover

Canadian National SD75I 5626 awaits its departure to the east with train No.130 on the rainy evening of November 25, 1998. Steve Bradley's photo was the grand prize winner in the 2001 Cover One Contest. The other prize winners can be found on pages 6-7, and the first and second place photographers are profiled on page 63. Photograph by Steve Bradley.

Publisher's Desk

Amtrak to Chicago

WE TOOK the *Lake Shore Limited* (former New York Central route) to Chicago out of Penn Station on Labor Day to go to the International Hobby Show at Rosemont, near O'Hare Airport. We had a bedroom in one of the new Viewliners, junior versions of the double decked Superliner equipment, which have replaced most of the old Heritage equipment inherited from railroad passenger days. I understand that a Heritage sleeper still serves on the *Pennsylvanian*, a train that only offers lounge snack bar service. The new Viewliner cars are mandated for service on northeastern routes because of catenary and tunnel restrictions under the rivers and cities. The high Superliner cars are common heading south and west out of Washington and Chicago. Conventional height Viewliner cars are used on routes north out of Washington, east out of Chicago, and in all directions out of New York and Boston. The Auto Train operation out of Lorton, Virginia, uses Superliner equipment.

As in section car days, the swing down upper bunk on Viewliners is somewhat narrower then the bottom bunk. Once the beds are made by the porter, things are rather cramped for two people, especially when using the sink. A built in TV showed several new films, including *Shrek*. As in the Superliners, the bedrooms have a shower built into the toilet possibly designed by someone weighing under 125 pounds and not over 5' 5" in height. The toilet seat is also very small, smaller than on the Superliners, a situation that should be remedied. The shower in the toilet in our room leaked so Charles, our porter, gave us extra towels and said he'd put the leaking shower head on his report. I wish the bottom bunk could have been another inch longer. Charles and the other Amtrak personnel were all courteous, helpful and friendly.

The diner was adjacent to our sleeper and the dinner was complimentary for sleeping car passengers, although wine and beer are about $3.50 each. Cocktails are available before dinner in the lounge cars, next to the diner. You'll usually share a table for four with strangers and it is rare not to talk with them in a way you never would with passengers on a plane. Your traveling companions all have interesting stories to tell. The lounge cars are a good way to enjoy the scenery and perhaps catch a shot of passing locomotives, stations and scenic points. I enjoyed the dinner with its choice of four entrees, although I doubt if the wine ever received any awards. Smoking is limited to the lounge car, cigarettes only, and sometimes to certain late night hours. Smoking in your private room is not allowed.

Many long distance Amtrak trains now carry a number of express and mail cars, which help pay the bills.

We left Chicago on Saturday to catch the three-times-a-week Superliner *Cardinal* (former Chesapeake & Ohio) to White Sulfur Springs for several days at the Greenbrier. We arrived there Monday, September 10th, and toured the bunkers the government had built for congress in event of a cold war catastrophe. They were kept in readiness for years until the *Washington Post* told the world about the secret haven, after which the facility was sold to the Greenbrier. Today it is used for tours and storage. After breakfast Tuesday we heard about the fire in New York and turned on the television and watched it until 1:00 p.m., which put a damper on everything. From Tuesday night through noon Wednesday we tried to find out if the eastbound *Cardinal* we were to catch had left Chicago Monday night. Phones were too busy to get through. Finally on Wednesday around 11:00 a.m. we heard to was indeed on its way, an hour late because of delays to west coast trains heading into Chicago. The run to Washington was fine. At Union Station a porter loaded us and our luggage onto his scooter and whizzed us around the platforms to Train 66 bound for Boston with stops at Newark and a few other cities. The scooter got us to Train 66 before the gates opened. We had our choice of seats as the train was nearly empty at this point. After a few minutes the loudspeaker announced the train would be 100% full and to please remove all parcels from seats next to you and please, not to sleep on two or more seats. When the gates opened, the train was flooded with people, mostly airplane passengers whose flights had been canceled heading to New York and Boston. We arrived in Newark, our driver was waiting and we got home at 3:00 a.m.

The rest of our staff had left Chicago on Monday morning, Henry leaving Monday afternoon after the MRIA board meeting, so he was home before the trouble started. Next month: If the airlines are to get $15 billion, the case for $3.2 billion for Amtrak is essential.

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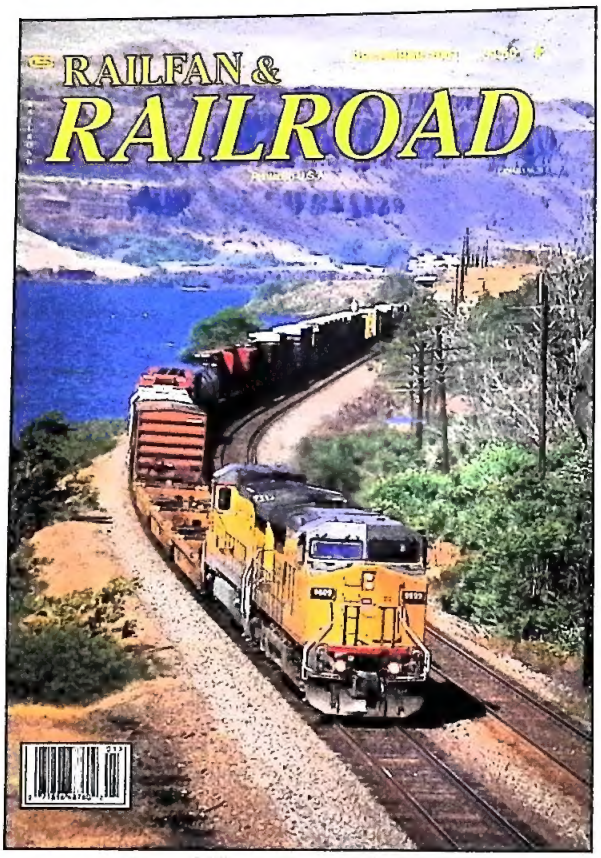
The 2001 Cover One Contest

THIS YEAR'S COVER ONE CONTEST brought in 1103 entries from 116 photographers, well over last year's numbers of 892 images from 94 contestants. The images included 1025 slides and 78 prints. R&R managing editor Barry and associate editor Lankenau were the judges for the contest, and the first round (in which the judges were rather brutal) narrowed the field immediately down to about 28 entries from 20 photographers. Getting those 28 down to the field of eleven (winner, second, and nine runners-up) was quite a challenge, however, as any of the 28 would have made an excellent cover if tied to a feature inside the magazine. After eliminating multiple shots from the same photographer (only one winner per contestant) and a couple of others for very minor technical reasons, we had the field down to 15, all transparancies.After much deliberation, however, we had eleven shots left in the running, with five slides strongly competing for the top spot. After another couple of rounds we finally had our winner and second place decided.



Second Place: Bruce Schwierske (Runnners-up at right)

The winning image was taken by S.C. (Steve) Bradley of Schomburg, Ontario. His night shot of Canadian National SD75I 5626 on train No.130 was taken at Brampton, Ontario, on November 25, 1998 (see **cover**). What made the shot "work" was the back-lighting that separated the edge of the locomotive from the background darkness, along with the reflections on the rain-soaked ground. This was the first night shot to finish first in the Cover One Contest since Ken Kraemer's winner in the very first contest back in 1988.

Second place went to Bruce Schwierske of Sun Prairie, Wisconsin. He photographed Union Pacific SD70M 9809 leading a westbound train along the Columbia River at The Dalles, Oregon, on May 19, 2001 (**above**). The cliffs in the background and the vivid color made this shot a winner.

You can read all about our two winners in WE'D LIKE YOU TO MEET . . . on **page 63**. The nine runners-up appear on **page 7** in random order.

BNSF Dash 9-44CW 5416 was westbound on the downhill side of the Arizona Divide on July 21, 2001, when it was photographed by Robert Jones of Las Vegas, Nevada. The judges liked the strong colors of the BNSF unit and the slightly elevated angle. They even liked the truck going away on adjacent I-40.

Late afternoon sun brought out a warm glow on the nose of Metra F40 125 at Libertyville, Illinois, at 5:47 p.m. on April 2, 2001, when it was photographed by Don Kalkman of Vernon Hills, Illinois. The head-on telephoto view makes a dynamic angle for a cover shot.

Ssgt. Ray Lewis was in the Tehachapi Mountains when he photographed Union Pacific SD70M 4135 at Marcel, California, on June 2, 2001. An elevated vantage point allows the train to be shown on multiple levels as it snakes through the curves.

It seems that every year F.J. "Rick" Ahern of Hockessin, Delaware, has a steam shot that places high in the contest. This year is no exception, as his photo of East Broad Top 2-8-2 No.14 pulling a photo coal train on October 23, 2000, made it to the final eleven. The low angle helps bring out the size of the locomotive, but what makes this shot really work is the engineer leaning out of the cab window.

Sticking with steam, the next runner-up was taken in the White Mountains of New Hampshire on the Mount Washington Cog Railway by Robert A. LaMay of Amston, Connecticut. He caught 0-2-2-0 No.8, *Tip Top*, pushing hard on the mountain's steep grades. Bob notes that the locomotive was named after the oldest existing building on top of Mount Washington.

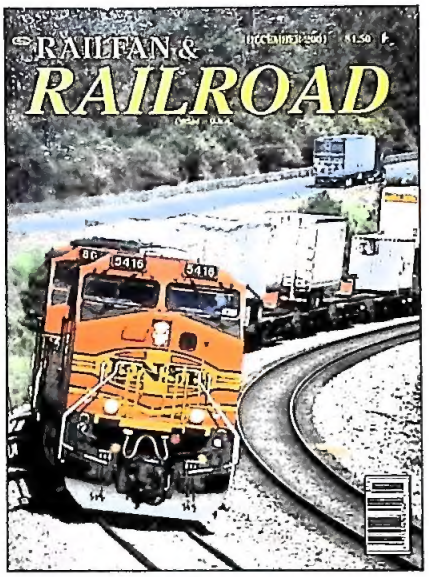
Perennial prize-winner Frederick G. Bailey of Charlestown, New Hampshire, did it again with his photo of Canadian National 2-8-2 3254 riding the turntable at Steamtown National Historic Site in Scranton, Pennsylvania, in August 2001. The shot was perfectly exposed, despite the dark frame of the roundhouse doors around the subject. The shot was taken from the public walkway inside the roundhouse, showing that visitors to the park can capture timeless scenes.

A couple of Canadian diesel images are next, starting with Mike Swick's photo of Canadian National SD50F leading westbound train No.103 on the Edson Subdivision in across the Snaring River in Jasper National Park, Alberta. Mike hails from Edmonton, Alberta, an area rich with scenery as evidenced by his prize-winner. He took the photo in September 2000.

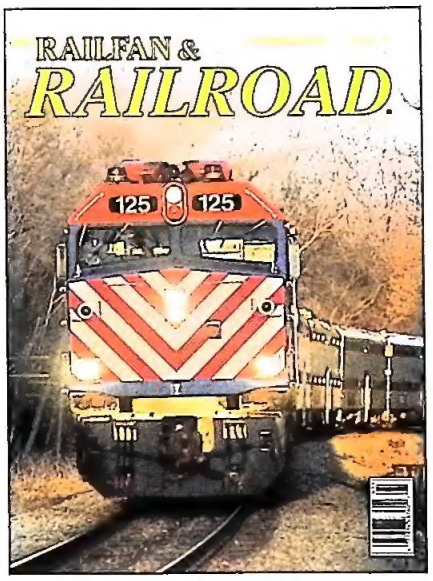
Moving to the Canadian Pacific, we have SD40-2 5874 and two sisters leading a westbound train through Ottertail, west of Field, British Columbia, in 1996. Photographer Dave Harvey of Fort Meyers Beach, Florida, took this photo nearly a continent away.

For the last couple of years we have had photos taken on Carl Franz photo charters on the Western Maryland Scenic place in the contest (including Phyllis Hackleman's first place shot last year). This year we have another photo from a Carl Franz charter in the finalists, with this one taken by — Carl Franz! Western Maryland 2-8-0 No.734 performs a photo runby at C&P Bridge No.2 outside Frostburg, Maryland, during an October 1999 charter. Usually, Carl is so busy making sure his customers get great shots that he sometimes has to forego his own photo opportunities, but on this runby he nailed a winner.

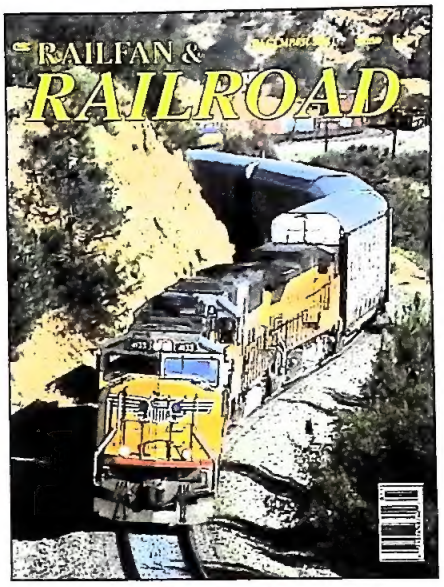
Congratulations to all this year's winners and our thanks to all those who entered. This year's contest had over a dozen entries that could have easily taken the grand prize. We'll announce the details for the 2002 Cover One Contest next summer. Until then, keep your camera sideways. — *S.B.*



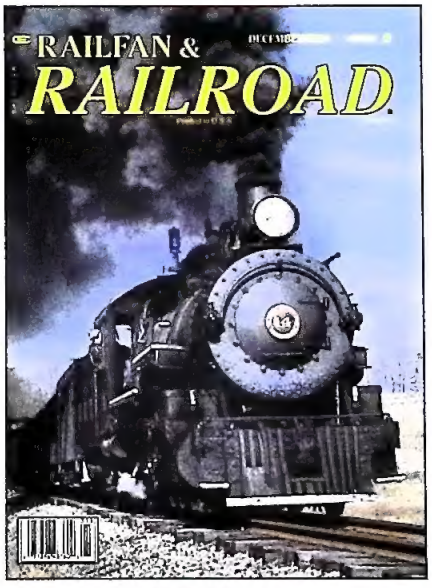
Bob Jones



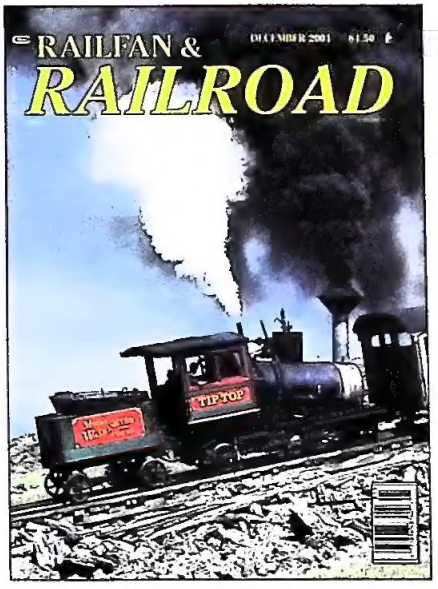
Don Kalkman



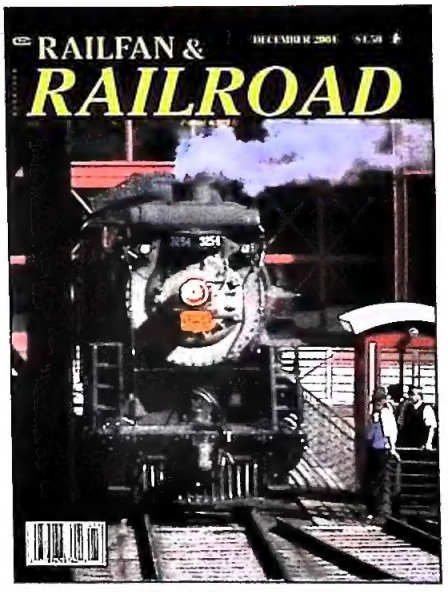
Ray Lewis



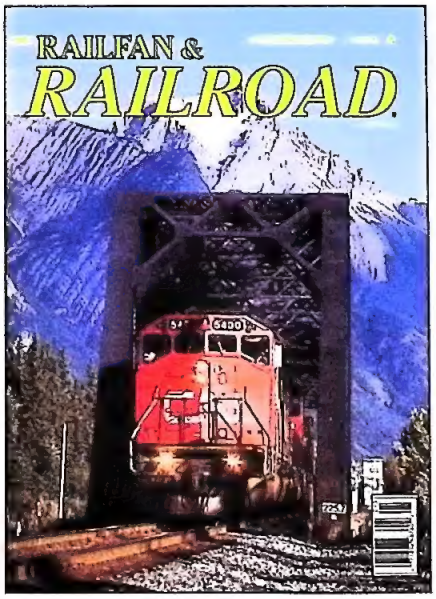
F.J. Ahern



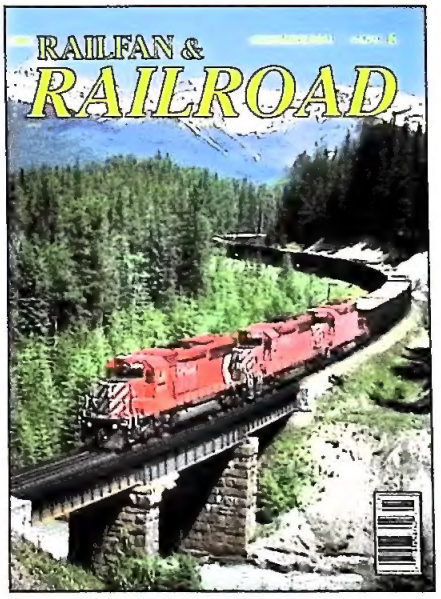
Robert A. LaMay



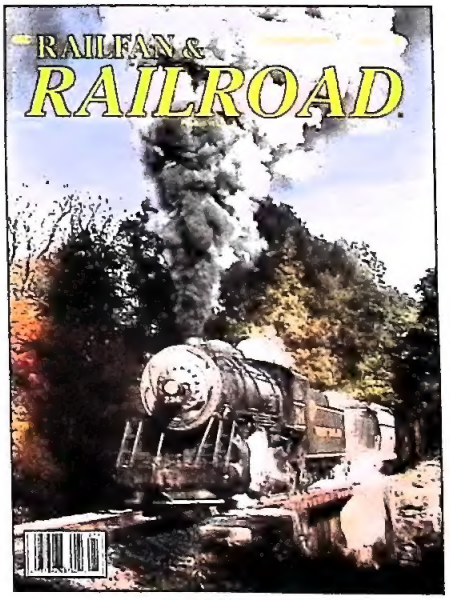
Frederick G. Bailey



Mike Swick



Dave Harvey



Carl Franz

2001 Cover One Contest Runners-Up

Terror Attacks Affect the Rails

THE UNIMAGINABLE events of September 11, 2001, will not soon be forgotten. They will affect every aspect of life in this country from now on, including the railroads and our hobby of railfanning. The nation is at war.

The attack immediately affected passenger and freight service up and down the Northeast Corridor and beyond. Amtrak suspended all service system-wide for a time until tracks, bridges and tunnels could be inspected. Service on all major NEC commuter carriers was also affected.

Immediately following the attacks, passenger service into New York's Penn Station was stopped cold as all access to Manhattan, including railroad tunnels and bridges, was closed in the aftermath of the disaster. The Long Island Rail Road suspended service to Penn Station, while NJ Transit service on the Raritan Valley, Northeast Corridor and North Jersey Coast lines was suspended in both directions, along with inbound service on the Morris & Essex, Main, Bergen and Pascack Valley lines. By early afternoon, NJT operated westbound extra trains out of Hoboken, Penn Station Newark and Broad Street Newark to take evacuees home. Metro-North ran outbound extras from Grand Central over the New Haven, Hudson and Harlem Lines. Shore Line East trains were replaced by buses. Port Authority Trans Hudson (PATH) service, which included a line to the demolished WTC, was suspended, as was New York Transit Authority subway service on Manhattan.

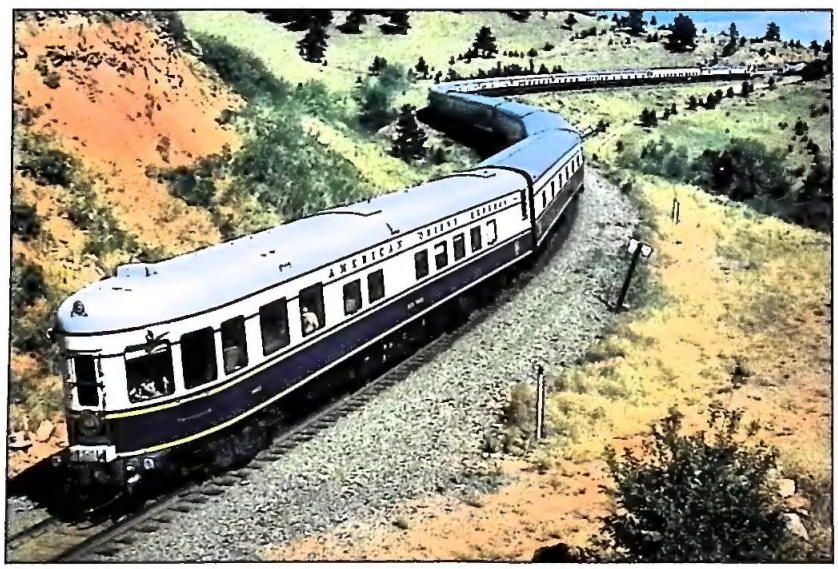
Quick thinking by PATH employees saved hundreds of lives. Shortly after the first plane hit, all trains headed to the Trade Center were stopped in New Jersey. Two trainloads of passengers were evacuated from the WTC station through the building's concourse and out to the street. A third loaded PATH train arriving from Hoboken was routed around the WTC station loop track and sent back to New Jersey just before the second plane hit.

Norfolk Southern and CSX operations to and from New York and northern New Jersey were suspended on September 11th, but limited service resumed the next day. NS also sharply curtailed service to Philadelphia, Baltimore and the Delmarva Peninsula, while CSX held trains out of Boston and Washington, D.C.

In the Philadelphia region, SEPTA canceled all service on the Northeast Corridor, including the R1, R2, R5, R6, R7 and R8 lines until about 3:00 p.m. MARC service in Maryland and the District of Columbia was also suspended for a time. Virginia Railway Express operated emergency service outbound from Washington from Union Station in the afternoon after the tunnels to Union Station and the bridge over the Potomac were reopened to traffic. All commuter lines from New York to Washington that afternoon were operated on an all-stops, "load and go" schedule to quickly get the maximum number of people out of the cities.

With the continued threat of terrorist activity, railroads across the country are beefing up security. This statement is typical: "Security is being increased along Union Pacific main lines and at bridges, tunnels, and other infra-structure. Access to terminal and yard facilities will be limited to employees and to only those non-employees needed to pick up and deliver customer freight." UP spokesman John Bromley said, "I had permitted employees to post schedules (on the Internet) on trains of interest to railfans in the past, such as business car trains . . .as a courtesy, but in light of the very real security issues we now have. . . I have to discontinue this practice. We also hope that railfans will share our concerns." Railroad and local police departments are now much less tolerant of unauthorized visitors and trespassers. Be governed accordingly. – *W.C.L.*

American Orient Express Banished from Colorado Rockies



DUE TO LIMITED CAPACITY on the Moffat Line, Union Pacific will not permit extra passenger movements over the route in the future. This season's *American Orient Express* departure from Denver for Salt Lake City on September 6th, pictured above at Plainview, Colorado, was the next to last such movement over the Moffat Line for the forseeable future. The 16-car *AOE* followed the *California Zephyr* by about 45 minutes behind Amtrak P42-9DC's 147 and 71. Seven sleeping cars were in the consist.

The September 11th terror attacks kept many *AOE* passengers home due to the air travel situation, so the train's last trip over the Moffat Line on September 18th from Salt Lake City to Denver was a deadhead move to position the equipment for its next move out of Denver, this time around the Rockies, not through them. — *CHIP SHERMAN*

Fanmail

Letters from readers

Portland Streetcar corrections

While I was glad to see four pages given to my article on the unique new Portland Streetcar system in the October 2001 R&R, I would like to correct a few errors in the text. Two additional locations equipped with streetcar-only signals are 5th & Market, where the tracks turn a corner, and 11th & Yamhill, where the PS line crosses the MAX (light rail) line at the point where MAX cars enter the street from an off-street layover. Also, at 5th & Montgomery there are signals for both entering and leaving the single-track terminus spur, which was not shown on the map. The spur runs for one block along Montgomery to 4th Avenue, but is expected to be abandoned if the extension to RiverPlace proceeds and follows the currently planned alignment (shown on the map). The map also omitted the stop on Mill at Park and placed four other stops in the wrong blocks. Several sections of street shown north of Kearney and east of 12th Avenue are only planned, not yet built, and should not have been shown on the map. Also, MAX crosses over I-405, not under it, although the streetcar line does the latter.

One entire sentence that was written as an explanatory footnote to the editor was inadvertently included in the published article and consequently ended up in entirely the wrong place in the text. Near the upper left corner of page 43, the sentence that begins, "The first towing test . . ." and refers to a "photogenic stretch," was actually referring to the section between 10th Avenue and 4th Avenue, which is indeed quite photogenic (both its in-street and off-street sections). This extension to the original project was in fact approved in January 2000, but the final piece of the funding plan wasn't secured until July 2000, and construction then began that same month. The reference to "former rail yards east of Union Station" should have said "west."

Gomaco-built "Vintage Trolley" car 513 did not receive its exterior mirrors and turn signals until August and was not finally transferred to the PS line until September 6th. Sister car 514 was therefore the only car available for VT service, which began on July 28th and uses one car (making one round trip per hour) on Saturdays and Sundays from 11:00-6:00. These trips are marked "VT" in the timetables posted at each stop. They operate fare-free at all times and are not wheelchair-accessible. City officials made a conscious decision not to run any "Vintage Trolleys" on opening weekend (July 20th-22nd), as they wanted to focus attention on the fact that the new system is served primarily by modern, low-floor cars and is not aimed mostly at tourists or excursion riders. It now appears that use of a Gomaco car in service on weekdays as a substitute for a Skoda will be quite rare, partly due to their need for a two-man crew but primarily due to the reliability of the Skodas; as of early September, after seven weeks of operation, there had yet to be a single instance when there were too few serviceable Skodas to meet the schedule requirement.

Now also expected to be extremely rare will be trips by Skoda cars to Tri-Met's Ruby Junction carhouse; the city has found that it should be possible to remove parts needing specialized maintenance or repair and send them out as needed, so none of the Skoda cars has ever set foot (so to speak) on the MAX tracks, and it may well be years before the first such occurrence. The model number for the European version of Portland's model-10T Skoda "Astra" cars is 03T. The sentence suggesting the line was likely to have a "rather high per-rider operating cost" should have referred to its "low farebox-recovery ratio" (the percentage of operating costs recovered from fares); the city has worked hard to keep the line's operating costs low.

The final schedule put into effect on the first day of normal service (July 23rd, after a three-day opening weekend) differed from that which was still tentatively planned a month earlier. Portland Streetcar service uses four cars in the weekday daytime and, effective September 15th, also between about 11:30 and 5:30 on Saturdays (counting the one VT run); the headway at these times is usually 15 minutes. At other times, including weekday evenings and all day on Sundays, the budget allows for only three cars, and the headway is generally 20 minutes. This more-realistic schedule also allows operators one scheduled break (about 10 minutes) per round trip, at the southern terminus. Ridership has been running between 6000 and 8000 per day, including Saturdays (and 5000-plus on Sundays), compared with a pre-opening forecast of 4500-4700.

The planned extension to RiverPlace is abut two-thirds of a mile long, not one mile. Preliminary engineering was due to begin in October 2001, but sources for much of the funds needed for construction have yet to be found, so city official have yet to set, even tentatively, a timetable for its construction.

Steve Morgan
Portland, Oregon

Vintage auto

On page 63 of the October 2001 R&R you designate the auto in the photo as a 1938 Franklin. It is actually a 1928 Franklin, and is correctly identified as such in the text.

In the ad on page 52 there is a book listed called *Anthracite Coal in Color*. I could be wrong, but anthracite only comes in black.

Henry O. Jenkins
Portales, New Mexico

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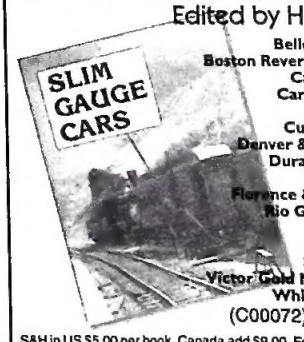

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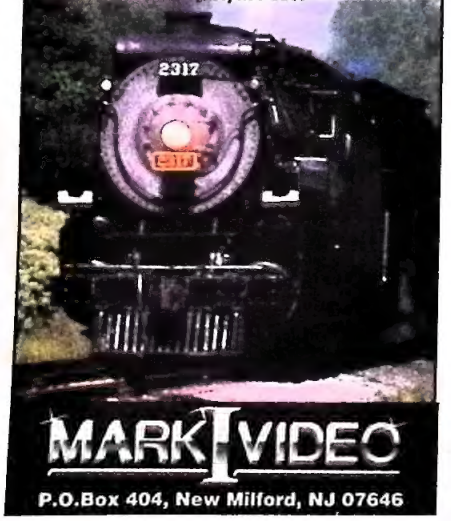

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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

SACRAMENTO, CALIFORNIA, through February 17. "Take the Train: Sam Hyde Harris and the Art of Persuasion" featuring promotional posters painted for the Southern Pacific from the mid-1920s through the late 1940s at the California State Railroad Museum. Some posters for Santa Fe and Union Pacific will also be displayed. The museum is open daily except Thanksgiving, Christmas and New Year's Day from 10am-5pm. For more information contact the museum at 916/445-6645 or visit *www.californiastaterailroadmuseum.org.*

HOBOKEN, NEW JERSEY, October 27. Chocolate Festival Express to Hackettstown, N.J., behind Lehigh Valley F7 diesels with a vintage trainset sponsored by the United Railroad Historical Society of New Jersey. Events at the festival include war encampments, vendors, antique merchants and more. Trip departs Hoboken at 9am, returns at 6pm, train ticket good on connecting NJT train 6915 from New York's Penn Station. For information phone 732/671-9644 (6pm-9:30pm) or visit *www.urhs.org.* Adult tickets $25, kids $10 from URHS, 112 Hill Top Lane, Neshanic Station, NJ 08853.

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068; 248/541-1000 or 800/594-5162; *www.BluewaterNRHS.com*) offers the following rail events. Please write or call for information.

November 2, Annual banquet featuring rail photographer Ron Cady; $20 before October 2nd, $25 thereafter.

December 7-9, Christmas in Toronto by VIA Rail; originates in Dearborn, includes bus, train, hotel, banquet, chartered PCC tour, VIA-1 return; $375-$420.

RUSK/PALESTINE, TEXAS, November 3, 10 and 17. Autumn Color Steam Train Excursions will be conducted by the Texas State Railroad, with trains departing both Rusk and Palestine at 11am for a 50-mile round trip, returning at 3pm. For reservations and information call the Texas State Railroad Historical Park at 800/442-8951 or 903/683-2561.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum in Strasburg. Regular admission charged for all special events unless noted. Call or write for complete information.

November 10, Trains and Troops featuring exhibits exhibits and displays on the role railroads played in the defense of our nation.

December 26, Home for the Holidays with a nostalgic glimpse at 100 yeras of holiday rail travel; meet engineers, conductors, ticket agents and passengers.

DILLSBORO, NORTH CAROLINA, November 11. Photo special and steam excursion behind 2-8-0 No.1702 on the Great Smoky Mountains Railroad sponsored by the Yadkin Valley Chapter NRHS. Trip will cover the entire 53-mile length of the GMSR with photo runbys. Fare $85 adults, $45 children. Extra fare options available. For more information phone the GMSR at 800/872-4681.

NASHVILLE, TENNESSEE, December 1. Victorian Christmas Santa Excursion Train to Lebanon, Tenn., sponsored by the Tennessee Central Railway Museum. Christmas celebration in the square, antique shopping, seasonal foods plus a 60-mile rail round trip. Fare $26, kids under 12 $15, first class $32, dome seating $50. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

PALESTINE, TEXAS, December 1, 8 and 15. The Victorian Christmas Train will bring back memories of a quieter, simpler clebration of the holy season. The steam train ride will be filled with ladies in turn-of-the-century Christmas dresses, fruit cakes and nut breads, carolers and more. For information and reservations call the Palestine Convention & Visitors Center at 800/659-3484 or 903/723-3014.

WHIPPANY, NEW JERSEY, December 1-2, 8-9 and 15. Santa Claus Specials over the Morristown & Erie at the Whippany Railway Museum with hourly departures 1pm-4pm each day. Mail order reservations prior to November 16 strongly recommended. Fare $8 adults, $5 kids under 12, babes-in-arms free; indicate preferred day and departure time and a second choice. Send check or money order to Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. Information from 973/887-8177 or *www.WhippanyRailwayMuseum.org.*

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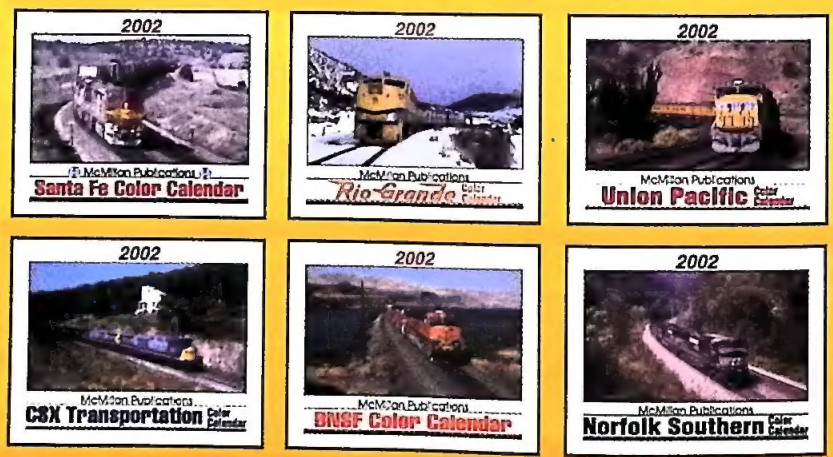

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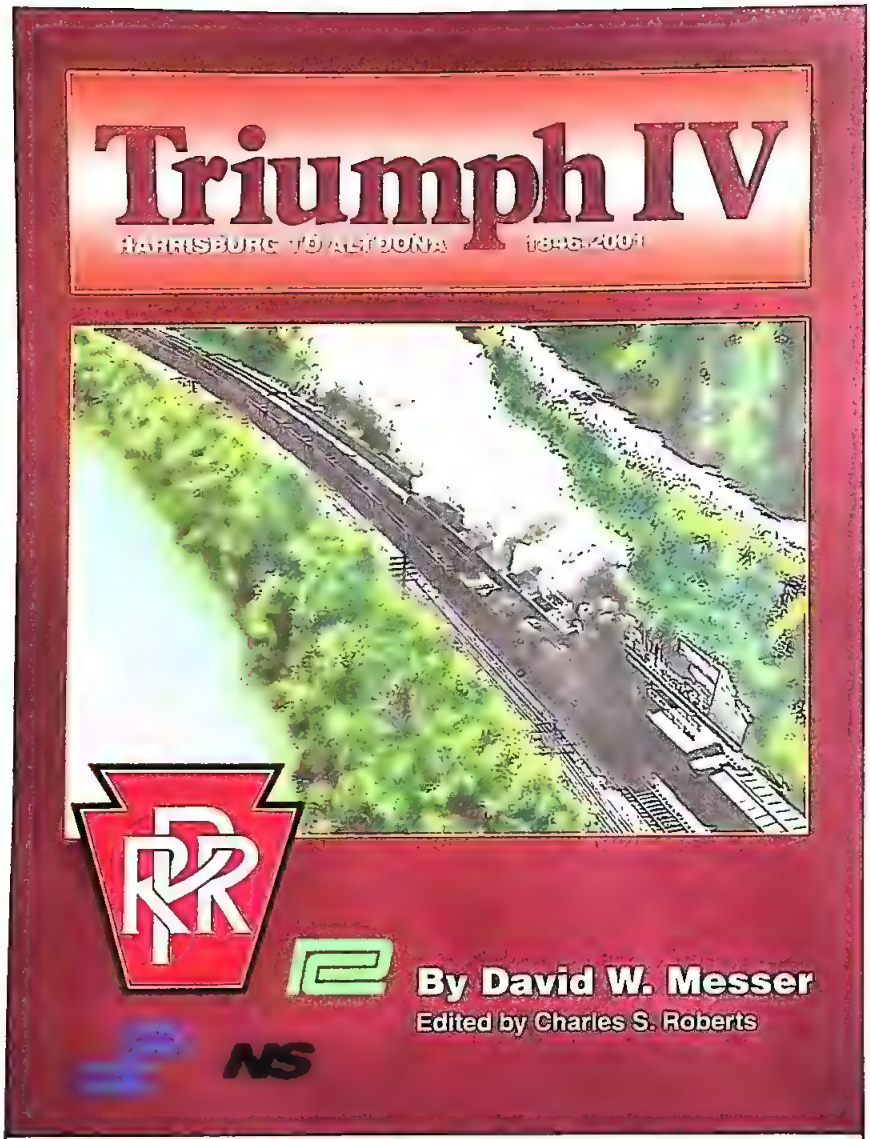

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HAGERSTOWN, MARYLAND, December 8. Christmas Train to Washington, D.C., with MARC commuter equipment sponsored by the Hagerstown Joint Trip Committee. Spend five hours in Washington for shopping or Amtraking. Fare $45 adults, $39 seniors, $20 kids 4-12. Checks/VISA/MC to Hagerstown Joint Trip Committee, P.O. Box 2858, Hagerstown, MD 21741; information phone 301/739-4665.

WESTFIELD, NEW JERSEY, December 8. Santa Claus Train will depart at 9:45am and 1:45pm (also departs Raritan at 9:15am) for a round trip to High Bridge. Kids meet Santa and get coloring book, crayons and candy cane. Fare $12, kids $10. Tickets (please indicate choice of train and departure location) from Jersey Central Railway Historical Society, 60 Cheswich Court, Bedminster, NJ 07921; information phone 908/781-1896 or visit *www.jcrhs.com*.

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FORT WORTH, TEXAS, November 3-4. Holiday Train Show sponsored by the North Texas Council of Railroad Clubs at the Will Rogers Memorial Center, #1 Amon Carter Square, 10am-5pm each day. Admission $6, kids under 12 free. Information: Robert Bray, c/o LMRA, 3400 Brant Irvin Road, Fort Worth, TX 76109; 817/249-4965 (6pm-10pm CST);

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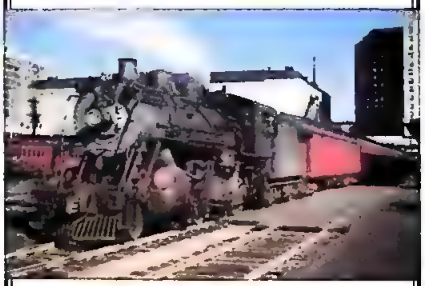

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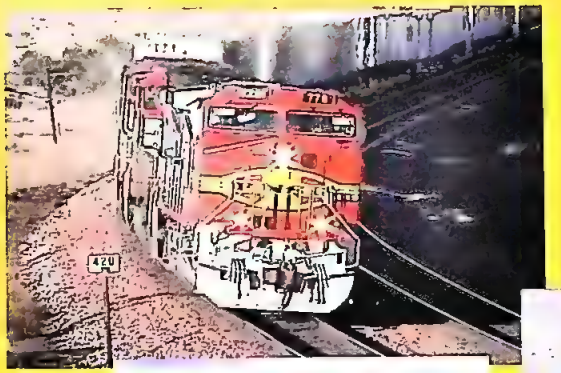

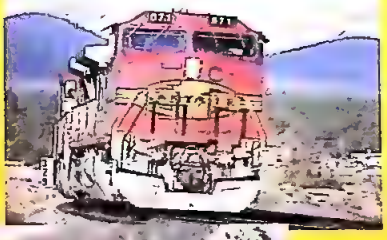

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SYRACUSE, NEW YORK, November 3-4. 27th Annual Train Fair sponsored by the Central New York Chapter NRHS at the Center of Progress Building and Horticulture Building, New York State Fairgrounds, Saturday 10am-6pm, Sunday 9am-5pm. Admission $5, seniors $3, kids 5-15 $3, under 5 free. Information: Albert Kalfelz, 111 Wining Way, Camillus, NY 13031; 315/488-8208; *cnynrhs@aol.com.*

GAITHERSBURG, MARYLAND, November 4. 24th Annual Gaithersburg Railroad & Transportation Artifacts Show & Sale at the Montgomery County Fairgrounds, 9am-4pm. Admission $6, kids under 12 free Information: C.W. Miller, 3106 North Rochester, Arlington, VA 22213; *alebar91@aol.com.*

APOPKA, FLORIDA, November 10. Central Florida Chapter NRHS Railroadiana & Model Train Show & Sale at Lakeville Elementary School, Lakeville Road off Apopka Boulevard, 10am-2pm. Admision $3. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

ALLENTOWN, PENNSYLVANIA, November 10-11. Allentown Train Meets Associates First Frost Train Meet at the Fairgrounds in Agricultural Hall, 17th & Chew Streets, 9am-3pm. Admission $5, kids 12 and under $2. Information: Bob House, 1120 South Jefferson Street, Allentown, PA 18103; 610/821-7886.

WOOSTER, OHIO, November 11. CJ Trains Fall Wooster Train & Toy Show at the Greenbrier Conference & Party Centre, 50 Riffel Road, 10am-4pm. Admission $4, kids 12 and under free. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 (after 6pm); *cathljon@bright.net.*

HAMBURG (BUFFALO), NEW YORK, November 17-18. Western New York Railway Historical Society Train & Toy Show at the Erie County Fairgrounds, 10am-5pm each day. Admission $5, kids $3, under 6 free. Information: Joe Kocsis at 716/693-8512 or write WNTRHS, P.O. Box 502, Tonowanda, NY 14151-0502.

LONGVIEW, TEXAS, November 17-18. Cotton Belt Rail Historical Society Tyler Tap Chapter annual Christams Train Show at the Longview Exhibit Building on the Fair Grounds, Jaycee Drive, Saturday 10am-5pm, Sunday 10am-4pm. Admision $5, kids under 12 $2. Information: Gerald Cooper, P.O. Box 413, Whitehouse, TX 75791; 903/839-2501.

STROUDSBURG, PENNSYLVANIA, November 18. Great Stroudsburg Train Show sponsored by the Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street (I-80 exit 305), 9am-2pm. Admission $3.50, kids under 12 free with adult. Information: John Lutz, chairman, 39 Kinney Avenue, Mount Pocono, PA 18344; 570/839-7465.

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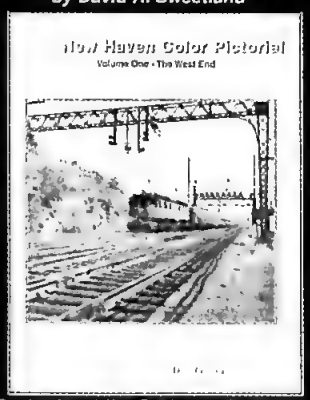

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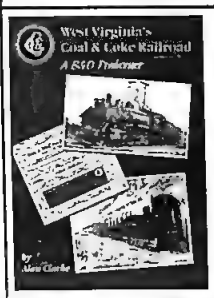

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Drury On Board

Commentary

by GEORGE H. DRURY

Meeting Amtrak

IN A ROLE REVERSAL that was certain to confuse my cousins, I planned to drive to a family Thanksgiving celebration in Frederick, Maryland, and my sister would ride the train. After Thanksgiving I wanted to visit friends deep in *Cardinal* country, and that train's triweekly schedule would keep me there long past the limits of their hospitality. My sister had classes to teach Wednesday. Flying would mean pushing through mobs at Detroit, Cincinnati or Pittsburgh and a late-evening arrival at Baltimore or Washington, followed by a long drive over unfamiliar roads in an unfamiliar rental car, or a predawn departure from Milwaukee on Thanksgiving morning.

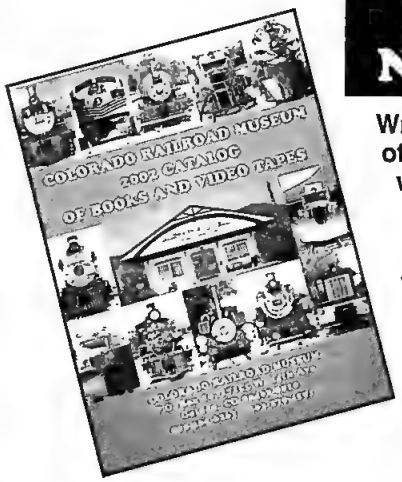
She thought the prospect of a pleasant dinner in the dining car, a bed for the night, and a lazy morning viewing the mountains south of Pittsburgh was far more attractive than flying. She hadn't taken an overnight train trip since 1944 and remembered nothing of it. (I remember sharing the upper berth in the compartment with my aunt; both of us were short enough that we could sleep foot-to-foot. My sister and my mother were in the lower berth.)

A friend who keeps tabs on Amtrak operations had told me pessimistically (and possibly realistically) not to get my hopes up for meeting an on-time *Capitol Limited* at Harpers Ferry on Thanksgiving afternoon. So, shortly before noon I dialed 1-800-USA-RAIL, pressed 3 for arrival information, 30 for the train number, WV and HAR for the arrival station, and 1 for today's arrivals. That information was not available in the automated system, so my call was referred to an agent in the order in which it was received, and my call was very important to them, and Amtrak brings families together for the holidays (which is what I hoped it would do). I hung on. Finally an agent answered.

The *Capitol* would arrive Harpers Ferry two hours late. Buses were being substituted for the train at Pittsburgh, and they were due to leave at 11:30. I said in that case they were already on their way. "It's an hour earlier there," the agent said. I said no, — Pittsburgh is on Eastern Time, which reaches almost to Chicago in some seasons. I probed for the reason for the buses. Both main lines were blocked at Keystone. "It sounds like CSX has a freight on the ground," I said. The agent said yes, about 30 cars. (Later I checked a map: Keystone is just north of Sand Patch.)

I also wondered about that 11:30 departure from Pittsburgh. The train is supposed to arrive there shortly before 7:00 a.m. Maybe they had trouble rounding up buses

Colorado Railroad Museum



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on the holiday. I calculated that the distance from Pittsburgh to Harpers Ferry via Connellsville, Cumberland and Martinsburg was 190 miles. It was within reason that the bus could be at Harpers Ferry by 3:30, not much more than two hours late.

As the family gathered for dinner, I explained the situation. My aunt was concerned that my sister might have been hurt in the derailment. A cousin wondered why anyone would take a train. I reminded him that his mother never made it to my sister's wedding some years ago because United Airlines oversold the space that day.

Taking Amtrak at its word, I got up from the table during the appetizer course and told the family I'd be back with your sister/mother/cousin/niece. I told my stomach the turkey and cranberry sauce would come later. Just about 3:30, I parked at Harpers Ferry. There was no great throng of passengers who had just gotten off a bus, nor was there anyone else waiting for inbound passengers.

The station was not a passenger-friendly place. The station hadn't been painted since B&O days, there were lots of no trespassing and no parking notices, and the enclosed waiting area and restrooms cited in the Amtrak timetable were locked. According to a sign, they were open for MARC commuter train morning departures some days and evening arrivals other days.

About 4:30 I telephoned Amtrak again (the telephone was out in the open air) to see what their best guess was for the arrival time of the bus. I had to explain to the agent why I was asking about a bus, and I added that it was cold and there was no shelter. She said her best guess was 5:00 and she was sorry about the conditions. "Tell CSX," I said. Her best guess was good. At 4:57 I saw a bus coming down the hill toward the station. I passed the word to an intending passenger who was on the phone asking Amtrak when the bus would come.

"What a great trip!" were my sister's first words. "The scenery was magnificent! I want to go to California on the train." She had a pleasant ride from Milwaukee to Chicago and enjoyed looking around Union Station. Boarding was a little after the scheduled departure time and actual departure more so, with a 20-minute wait for a coal train not far out of Chicago. The attendant asked if he could explain the features of the room to her. She played the gray-haired little old lady role, and the attendant said he'd make the bed while she was at dinner. She sat down to dinner about 10:00 p.m., sharing the table with two young men who provided good company and interesting conversation.

She slept well, and daylight awoke her as the train entered a large city. "Pittsburgh?" she wondered. No, Cleveland. The dining car offered a fruit, bagel and yogurt breakfast which was just what she wanted, and as the train passed through Alliance, Ohio, the on-board service chief told the passengers about the freight derailment and said buses would be waiting at Pittsburgh: three express buses to Washington and a fourth for local stops. Indeed they were, and my sister complimented the chief on his deft crisis management. The bus took her through magnificent scenery, a part of the country she'd never seen before.

We got back to the restaurant just as everyone was getting up from the table. There were greetings all around, and someone had saved enough turkey and cranberry sauce for both of us.

I just might go to California with her.

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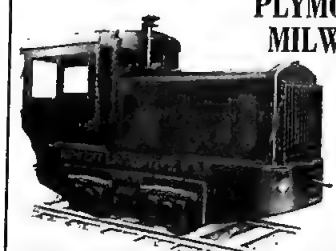

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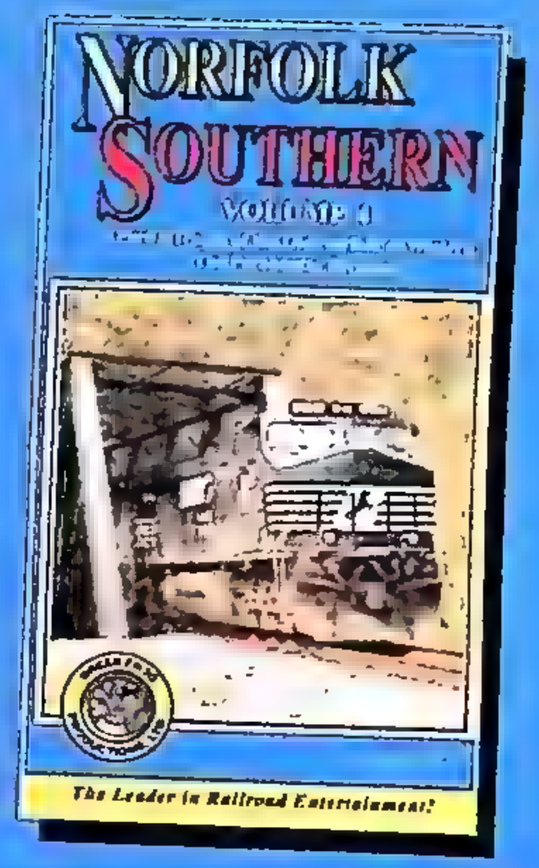

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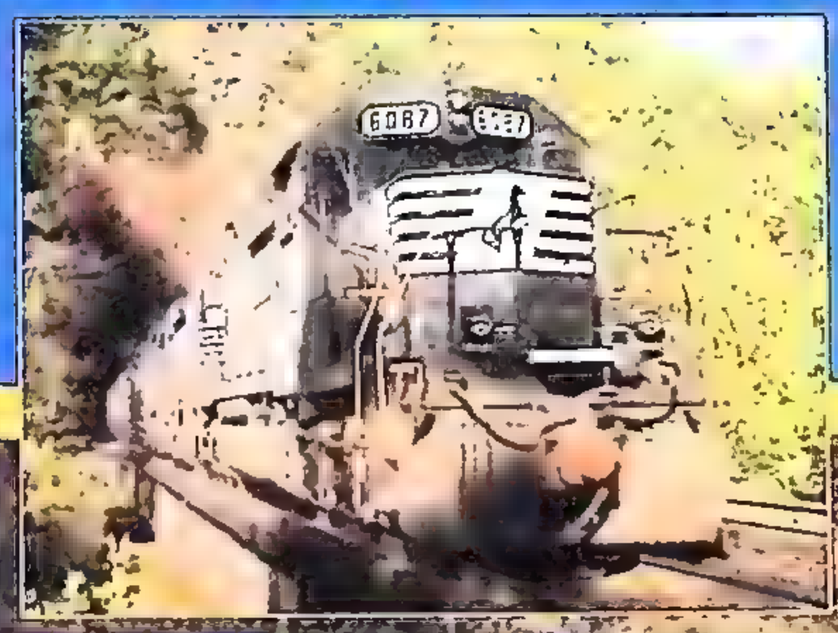

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Tough Times at Mid-Continent

THE OUTLOOK FOR STEAM at the Mid-Continent Railway Museum is not as rosy as it was when I reported on the overhaul of former Chicago & North Western 4-6-0 No.1385 back in the July 2000 LINESIDE LEGACY. At that time, the museum was confident that the famous Ten-Wheeler would be back on the rails by August 2000, but recent developments have pushed the completion date back several years. In addition, the only operable steam locomotive on the property, ex-Polson Logging 2-8-2 No.2, developed boiler problems during Snow Train 2000 and has been out of service since then, leaving Mid-Continent without steam for the first time since 1963.

This past December, Mid-Continent's mechanical department did a thorough assessment of all the steam locomotives that have operated at the museum in the past, including Dardanelle & Russelville 2-6-0 No.9; Western Coal & Coke 4-6-0 No.1; Polson Logging 2-8-2 No.2 and Chicago & North Western Ten-Wheeler No.1385. It was discovered that D&R No.9 and Polson No.2 were in the best shape, but the possibility existed that No.9, which ran at the museum from 1964 until 1993, would need the replacement of one boiler course if it were to run again. WC&C No.1 also has boiler problems and needs runninng gear work. Based on these findings, the museum has decided to concentrate their efforts on returning WC&C No.1 (and possibly Polson No.2) to service, but will also continue with the rebuilding of C&NW No.1385 as originally planned.

When No.1385 was removed from service in June 1998, it was known that the 4-6-0 would need major firebox work before it could safely operate again. What was not known at the time was the scope of the repairs. After dismantling the locomotive, the museum found that the existing firebox was completely worn out and well beyond repair, as the steel has been worn down to the tolerance point. The only option now is to replace the entire firebox, along with the crown sheet, throat sheets and rear tube sheet — a major job to say the least. In addition, to preserve the locomotive's historical integrity, the new firebox must feature riveted construction and threaded staybolts just like the 1907 original. It is expected that this job, which could take as long as three years to complete, will have to be contracted out, as it far exceeds the capabilities of Mid-Continent's modest shop. The cost to repair No.1385 will likely exceed $500,000; the 1998-1999 "Help Steam Live" campaign raised nearly $250,000 — which will get the ball rolling — but obviously more funding is needed.

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motive, Polson Logging Co. 2-8-2 No.2 (privately owned by a Mid-Continent member) is also out of service. A major crack was discovered in the door sheet in February 2000, and upon further inspection it was revealed that No.2 needed much more than just having the door sheet replaced; the work list includes replacing the outer throat sheet and rear tube sheet, replacing all tube sheet braces, renewing the lower portions of the firebox side sheets and replacing 60 per cent of the backhead. Also, several boiler patches are needed and, on top of everything else, new flues and a second water glass must be installed to bring the engine into compliance with the FRA Part 230 rules. The estimated cost to repair No.2 at this time exceeds $129,000, and at this writing the locomotive is sitting outside the Mid-Continent shops while the decision is made whether or not to proceed with the repairs. Former Western Coal & Coke No.1, a Montreal-built 2-6-0, is currently in the shop for inspection. It needs major boiler repairs and running gear work, but it might be the first locomotive to return to steam at Mid-Continent, perhaps as early as 2003.

Even though steam will not be running in the foreseeable future, visitors to Mid-Continent over the next two summers will still enjoy a train ride through the Wisconsin hills. The group will continue to operate summer excursion trains, autumn color trains, the *Santa Express* and *Snow Trains* using their Alco S-1 diesel. The museum is actively searching for funding for the steam locomotive repairs from several sources, including private individuals. If you would like to make a donation to the locomotive fund, consult the website at *www.mid-continent.org* or write to: Mid-Continent Railway Historical Society, P.O. Box 358, North Freedom, WI 53951-0358

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

SP NW2 No.1423

In the August 2001 LINESIDE LEGACY I reported on the restoration of former Southern Pacific NW2 No.1423 by the Pacific Locomotive Association for use on their Niles Canyon Railway. I've received word from Evan Werkema of the PLA that the restoration is complete; the unit debuted on July 29, 2001, wearing its as-delivered paint scheme, complete with "Golden Glow" headlights, black and orange Southern Pacific tiger stripe paint, and its original SP number (see photo in RAILNEWS, **page 28**).

Built by Electro-Motive in 1949, No.1423 was one of 40 NW2s built that year for SP. It was retired in 1986, and after changing hands twice, it ended up at the Parr Terminal Railroad, a short line in Richmond, California, which donated the unit to the PLA last year. It is now a regular performer on the Niles Canyon Railway's summer excursion trains.

In other news, PLA's restored SP 4-6-2, No.2467 (which debuted at Railfair '99) was scheduled to pull excursions over the Sierra Railroad in early September, but it suffered major damage when the front driving axle bearings shifted near Stockton, California, during the ferry move out of Oakland on Saturday, August 25th.

A preliminary inspection revealed deep scoring on one driver axle which needs to be repaired before No.2467 can operate again. The locomotive has been moved to the Golden Gate Railroad Museum in San Francisco (owner/operators of sister SP 4-6-2 No.2472) for evaluation and storage. Ironically, on the same day of the incident with No.2467, No.2472 was making a break-in run after having repairs made to correct a similar driving axle bearing problem. — *PLA AND GGRM*

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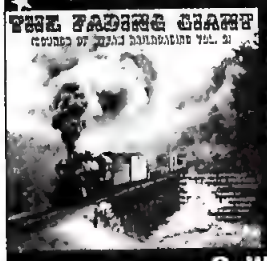

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Calendar Call

If your group or company publishes a railroad calendar, and would like to have the 2002 edition considered for review, send a copy to: Railfan & Railroad, *Calendar Call*, P.O. Box 700, Newton, NJ 07860-0700.

The ***Alaska Railroad 2002 Calendar***, featuring the new SD70MAC's, is available for $9.95 plus $2.00 shipping in the U.S. from Roundhouse Hobbies,17428 SR 203, Monroe, WA 98272. The calendar folds out to 12"×18" and has 12 full-color scenes of contemporary Alaska Railroad action and one b&w roster shot of GP30 No.2504, plus a route map and information on the SD70MAC's including scale drawings.

The ***Milwaukee Road 2002 Calendar*** is available from the Milwaukee Road Historical Association, c/o Tom Helms, 1826 North Vail, Arlington Heights, IL 60004-3832 for $10.00 postpaid in the U.S. The full-color calendar folds out to 11"×17" and features 15 well-reproduced images of subjects ranging from 1932 Chrysler inspection car No.16 to 2-8-2 No.400 switching at Bensenville to the Minneapolis depot and plenty of diesel and electric images from throughout the Milwaukee's history.

The 150th Anniversary ***Western Maryland Railway Historical Society 2002 Pictorial Calendar*** is a nice surprise. In vivid contrast to the group's usual black and white offering, this year's 11"×17" calendar features the oil, pastel and charcoal artwork of Charles L. Amos. Many classes of WM steam are shown in four season; Pacifics, Potomacs, Decapods, Challengers and, of course, Consolidations big and small. There's a nice diesel painting, too, showing black GP35s crossing the Keystone viaduct. Finally, four pages of nice b&w photos document WM's long flat cars in auto rack and piggyback service. Order from WMRHS, Leo G. Armentrout, 8809 Sigrid Road, Randallstown, MD 21133. The price is $11.00 plus $1.50 postage in the U.S. and Canada; Maryland residents add 5% sales tax. For orders outside the U.S. and Canada, add $7.00 postage.

The ***New Haven Railroad 2002 Calendar*** is the usual fine offering from the New Haven Railroad Historical & Technical Association. This year's 11"×17" full-color calendar features a fine assortment of New Haven diesel and electric locomotives plus heavyweight and "Washboard" M.U.'s, a couple of cabooses, and two wreckers. The price is $9.95 plus $2.00 postage. Make out checks to Treasurer, NHRHTA, c/o Fennessey, 138 Sand Hill Road, Middletown, CT 06457.

The full-color ***2002 Calendar of Amtrak Trains*** from Weekend Chief, P.O. Box 165, Hicksville, NY 11802 sells for $9.95 plus $2.00 shipping (NY residents add sales tax). Subjects include a *Pacific Surfliner* behind an F59PHI at San Onofre, California; three "Shamu" P42-9DC's on the

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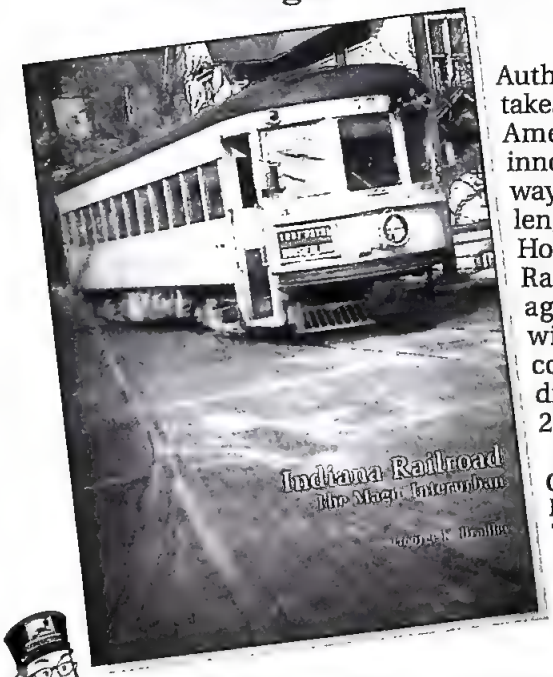

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Empire Builder; an AEM7 blasting through Bowie, Maryland, in deep snow; a night shot of the Montrealer at Claremont Junction, New Hampshire; an Amtrak California *Capitol* near Alviso, California; the *California Zephyr* on Donner Pass; and an HHP-8 on the Northeast Corridor.

The ***Vermont Rail System 2002 Calendar*** is available from the Green Mountain Railroad, P.O. Box 498, Bellows Falls, VT 05101 for $9.95 plus $2.00 postage. The full-color, 11"×17" calendar features colorful Vermont Railway, Green Mountain and Clarendon & Pittsford power in freight and passenger service in all types of weather. Several units recently leased by Vermont Rail System are also shown, as is the legendary RS1 No.405.

The 11"×17" all-color ***Atlantic Coast Line and Seaboard Air Line Railroads Historical Society 2002 Calendar*** is avaliable from the ACL/SALHS, P.O. Box 325, Valrico, FL 33595 for $9.95 plus $3.50 postage. As you'd expect, this calendar is heavy with passenger trains, including the *South Wind* behind a Pennsy E8 meeting the *Champion* at Auburndale, Florida; a neat shot looking out the picture window of St. Petersburg, Florida's, former ACL station as the agent goes about his work; SCL motor car 4900 on the *Champion* connection from Naples, Florida; and a Seaboard E7 on the *Silver Meteor* on St. Petersburg's street trackage. Freight fans will be happy, too, with three Seaboard Geeps crossing the Trout River; a trio of SCL U36B's on the Juice Train; and a U36B and MATE in the Bone Valley at Agricola, Florida, among others.

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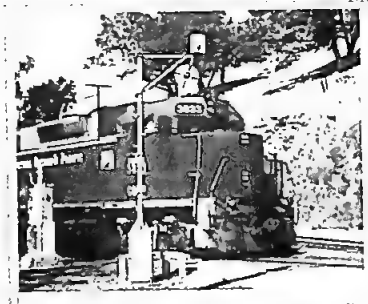

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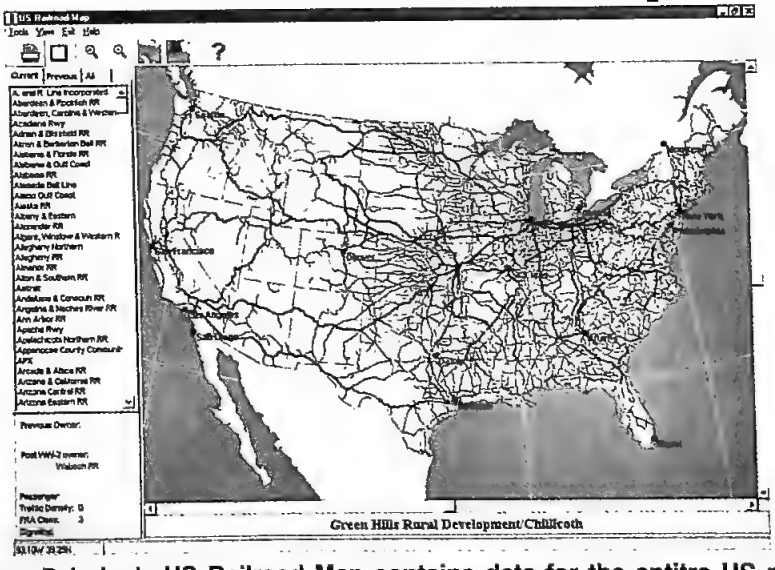

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Railnews

This month's top stories and photos

Amtrak

FUNDING FOLLIES: Before September 11, 2001, Republicans in Congress were working on a $71 billion high speed rail program to be administered by individual states, rather than Amtrak. Amtrak would not be eligible to directly receive funding from the bill, but it could bid on high speed rail operating contracts. The bill would provide funding for building new rail lines, upgrading existing freight and passenger routes, and eliminating grade crossings to permit passenger service at 125 miles per hour or more.

After the attacks, however, Amtrak's importance was underscored as thousands of grounded air travelers flocked to the trains and Amtrak was hard-pressed to cope. As the exodus of air travelers to other modes continued and the airlines' financial condition worsened, Amtrak requested $3 billion in emergency funding over the next year and a half to repair bad-ordered equipment, improve safety in the New York, Baltimore and Washington tunnels and bolster security.

With the airline industry reeling, Amtrak is enjoying public support as never before, with members of Congress and several influential newspapers calling for greater government support.

SURF LINE IMPROVEMENTS: Amtrak proposes to double track part of its busy Los Angeles to San Diego Surf Line. San Clemente, where the second track may have to be elevated to fit between the narrow beach and the bluffs above, may be the project's biggest obstacle.

WASHINGTON FRUIT EXPRESS: On September 12, 2001, Amtrak inaugurated its *Washington Fruit Express* service, which moves Washington State produce to East Coast markets in refrigerated ExpressTrak cars running in the consist of the *Empire Builder* and other trains. Apples donated for disaster relief by Washington growers were moved to New York City using the service.

Allegheny & Eastern

MINI-TRAIN CALLS IT QUITS: The "mini-trains" operated jointly between Erie and Lock Haven, Pennsylvania, by Allegheny & Eastern (HPA-01, HPA-02) and Norfolk Southern (66G, 67G) to move wood chips and pulp between International Paper mills in the two cities were discontinued in mid-September due to the Lock Haven mill's closure. As a result, the A&E has been taken out of service between St. Mary's and the NS interchange at Driftwood. The Nittany & Bald Eagle has also been affected by the Lock Haven mill's closure.

Canadian National

WCL MERGER APPROVED: The Surface Transportation Board approved on September 7, 2001, Canadian National's acquisition of Wisconsin Central Limited, clearing the way for CN to take over what was perhaps the United States' most successful regional railroad. CN will maintain all existing WC gateways and trackage. WC will be operated as the Wisconsin Central Division under Vice President Gordon T. Trafton. The merger should be completed by early October.

Canadian Pacific

NEW YORK-MONTREAL INTERMODAL: Canadian Pacific and Norfolk Southern have established a new truck-competitive intermodal service between Oak Island Yard in Newark, New Jersey, and Montreal, Quebec. The traffic is handled by triweekly CP trains 266 and 267, running over NS trackage rights Oak Island-Lehighton, Pennsylvania; RBM&N trackage rights Lehighton-Pittston; and CPR's Delaware & Hudson from Pittston to Montreal via Binghamton, New York. The trains will pick up NS traffic at Bethlehem, Pennsylvania.

Delaware-Lackawanna

GETS STROUDSBURG LINE: Delaware-Lackawanna took over Norfolk Southern's Stroudsburg Secondary between Analomink and Portland, Pennsylvania, on September 14, 2001, giving the Alco-powered short line the entire run from Scranton to Portland through the Delaware Water Gap. NS will continue to serve Reliant Energy's Portland Generating Station and Ultra Poly in Portland. The NS/D-L interchange has been moved to Portland from Pittston, Pennsylvania, via Reading & Northern. D-L plans to initially provide tri-weekly freight service and upgrade the track for 25 m.p.h. freight operation. The line has been leased to D-L for 20 years, with a purchase option. Ultimately, the Monroe County Rail Authority is expected to purchase the line as part of a bi-state effort to establish passenger service from Hoboken, New Jersey, to Scranton.

Iron Road Railways

BIDDING HEATS UP: In the last issue, we reported that a consortium headed by Wisconsin Central founder Ed Burkhart had made an offer for the assets of Iron Road Railways. Now, Quebec Railways Corporation and RailAmerica have entered the fray. QRC operates the Charlevoix; Matapedia & Gulf; New Brunswick East Coast and Ottawa Central Railways, while RailAmerica operates many short lines in four countries including the United States and Canada.

Kansas City Southern

DPU OPERATIONS MODIFIED: Kansas City Southern has changed the placement of distributed power units on heavy unit trains to reduce stresses on the track structure and cut fuel consumption. In the past, DPU's were deployed on the rear of unit trains, pushing on their half of the train. This applied outward forces to the track structure in curving and heavily graded territory, widening the gauge and increasing the likelihood of turning over outside rails on curves, as well as increasing wear on the outside rail heads. The new policy places the DPU's two-thirds of the way back from the head end, reducing stress on the track by 40 per cent. Friction is so much less that five-unit power consists have been reduced to four units.

Norfolk Southern

ROADRAILER TERMINAL MOVED: By November 2001, Triple Crown Services will re-locate its eastern RoadRailer terminal from Portside at Newark, New Jersey, to Bethlehem, Pennsylvania, due to rapidly growing business in the Lehigh Valley. Currently, traffic for the Bethlehem area is moved by highway from Triple Crown's Harrisburg terminal.

HARRISBURG LINE CTC FINISHED: NS expected to complete the installation of bidirectional CTC on the double track Harrisburg Line by early October.

ENOLA REBUILD DELAYED: Norfolk Southern's planned reconstruction of Enola Yard near Harrisburg for flat switching north-south traffic has been delayed until early 2002. It was discovered that the grade between the receiving yard and classification yard could allow cars to roll away. The roadbed under tracks 2 through 19 will be undercut to eliminate the problem.

Reading & Northern

FOUR-MOTOR FAREWELL: Reading & Northern acquired several six-motor units last summer, which will supplant many of the railroad's four-motor GE's and EMD's. An NS SD40-2, three Union Pacific SD50s, a UP SD40-2, and an ex-SP SD45R and SD40T-2 have been acquired; the NS unit will be cannibalized.

St. Lawrence & Atlantic

MLW's GOING: The eleven St. Lawrence & Atlantic ex-Canadian National M420Ws are being replaced by ten leased GP38-2s from Locomotive Leasing Partners. The EMD's offer comparable horsepower and lower operating costs than the MLW's. By mid-September, the M420s were all stored.

Union Pacific

***BLUE STREAK* NAME REVIVED:** Union Pacific and Norfolk Southern have brought back the old Cotton Belt *Blue Streak* name to identify their new premium intermodal service between Atlanta, Georgia, and Los Angeles, California, via Memphis, Tennessee. The trains use NS's Inman Yard in Atlanta.

Vermont Rail System

GP60s PURCHASED: The pair of ex-Texas Mexican GP60s VRS had leased from Helm since last winter were purchased by the railroad in August. At press time, HLCX 7700 was in the shop, scheduled to be painted as GMRC 381.

Railnews

This month's top stories and photos

JIM BOYD

6325 Storms Through Ohio

Ohio Central's ex-GTW 4-8-4 6325 made its public debut on Saturday, September 22, 2001, with a run between Columbus and Dennison, Ohio, sponsored by the Ohio Railway Museum in Columbus. Ohio Central's F-units handled the train from Columbus to Dennison, where the 4-8-4 waited to pull the train westbound. Ross Rowland was at the throttle as the 6325 roared through Frazeyburg on the old PRR Panhandle main line to St. Louis. The locomotive performed flawlessly.

ROBERT S. KAPLAN

Reading FP7s Run to Strasburg

On September 8th, an excursion operated from Philadelphia to Strasburg, Pennsylvania, using Reading FP7s owned by the Philadelphia and Lancaster Chapters NRHS. The regular 3:00 p.m. Strasburg train with Twelve-Wheeler No.475 passed the excursion laying over at Groff's Grove awaiting its 5:30 p.m. departure (**right**).

KEN CHURCH

UP Opens Passenger Car Shop

Union Pacific's new passenger car shop in North Council Bluffs, Iowa, is open for business. On August 28th, inspection car *Idaho* and sleeper *Columbia River* were the first to be pushed into the building by the facility's Trackmobile (**left**). The new car shop is located on the site of the old Chicago & North Western diesel facility.

SP NW2 In Service

The Pacific Locomotive Association has overhauled former Parr Terminal NW2 No.1402, which was donated to the organization last year. PLA restored the unit to its original Southern Pacific No.1426 and classic tiger stripe paint scheme. The elderly EMD is in service on PLA's Niles Canyon Railway excursions (**right**). See LINESIDE LEGACY (**page 23**) for details.

EVAN WERKEMA

Well, They *Look* Like Alcos

Southern Indiana recently replaced its two 65-ton and one 85-ton center cab GE's with Cummins-powered Alco S2s 103 and 104, acquired from Johnson Railway Services. The units are two of six rebuilt by GE in 1977 for Westmoreland Coal, and are apparently former Westmoreland Nos.1 and 2. The units are shown working in SIRC's hometown of Sellersburg, Indiana, on July 30th (**below**).

KEL AIKEN

BRIAN CARLSON

Faux Illinois Central RS3

To commemorate the 150th anniversary of the Illinois Central Railroad, the Monticello Railway Museum has painted their ex-Gettysburg No.301, nee-Long Island RS3 No.1559 into the IC Green Diamond scheme and renumbered it 704, just above IC's small fleet of RS2s (**right**). The newest locomotive in the collection is IC GP11 8733, donated by Canadian National in June.

F.J. AHERN

The *Northern Express*

Bennett Levin's restored Pennsylvania Railroad E8 set runs west of Driftwood, Pennsylvania, on the first leg of a rare mileage circle trip from Harrisburg to Erie and Pittsburgh, Pennsylvania, on August 19-22, 2001. The trip ran over Norfolk Southern's Buffalo Line, the Bessemer & Lake Erie, the Union Railroad and back to Harrisburg via Altoona (**above**).

DON R. FLYNN

UP Inspection Train

On August 21st, Union Pacific's operating department toured the Coast Line to inspect it prior to a Board of Directors special scheduled to traverse the same route. The inspection train is shown at San Luis Obispo, California (**left**).

Downeaster On Track

On August 25th, an Amtrak crew qualifying run from Boston to Portland, Maine passed the new Dover, New Hampshire, station. Service is expected to begin this winter (**below**).

JIM SHAUGNESSY

PCC Operations End in New Jersey

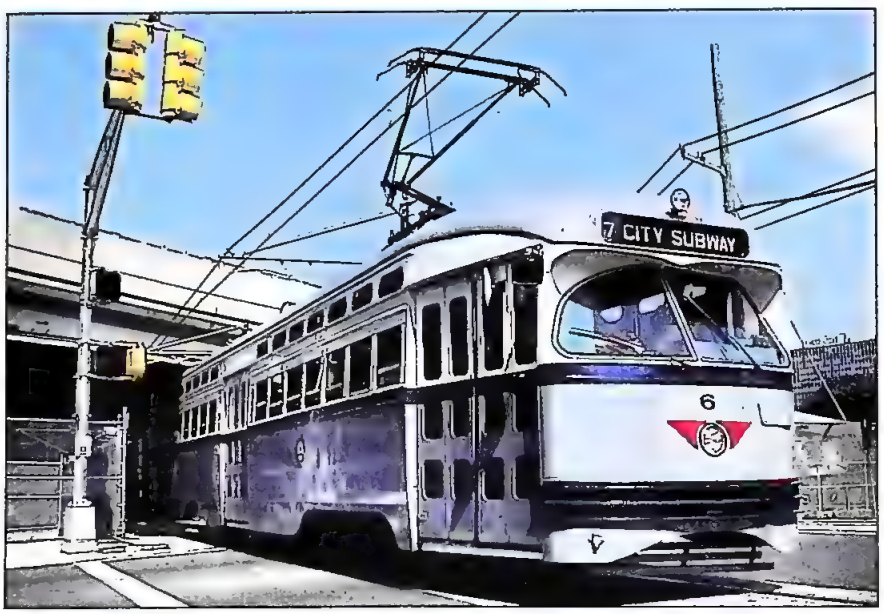
by Carl G. Perelman
Photography by Steve Barry

ABOVE: **PCC cars 11, 4, 21 and 12 sit on the new line into Bloomfield awaiting movement for final storage on August 24, 2001.** BELOW: **Crossing Orange Avenue, PCC No.6 shows off its Public Service livery it wore for the last four days of PCC operations in Newark.** BOTTOM: **PCC No.14 arrives at Penn Station with NJ Transit officials on board, ending 47 years of PCC service in Newark.**

THE PCC ERA came to a close on August 24, 2001, as the streetcars that served the Newark City Subway in New Jersey rolled their last revenue miles. The PCC's, purchased from Twin Cities Rapid Transit in Minnesota, worked the 4.5-mile line since 1954.

The PCC's were formally retired at a noontime ceremony at the Branch Brook Park station, newly constructed near the Franklin Avenue loop. Following the ceremony, regular PCC operations continued until 7:30 in the evening, when the subway was shut down to regular riders and replaced with buses. Shortly thereafter, PCC's began operating non-stop "farewell trips" covering the entire line out of Newark's Penn Station, departing as soon as each car was filled. PCC No.6, restored to the Public Service Coordinated Transport livery it wore until 1976, ran the last trip for the public; it was followed by PCC No.14 carrying New Jersey Transit officials and guests. The PCC's were then taken to the new Bloomfield Vehicle Facility for storage. During the next two days the Franklin Avenue loop, not needed by the new light rail vehicles that now operate on the Subway, was dismantled by the Friends of the New Jersey Transportation Heritage Center for preservation.

The following Monday, LRV's began operating over the City Subway, their operators changing ends at Branch Brook Park. The Subway will be extended another mile (track and wire are already in place) into Bloomfield in November 2001



THANKSGIVING IN "CHIAN"

A low-budget visit to one of railroading's most sacred places/ Walt Lankenau Photography/ the author

THE *SAN FRANCISCO ZEPHYR* PULLS WEST, 11/25/71

WP POWER EASTBOUND, 11/25/71

WESTBOUND, 11/25/71

THE ACTION BEGAN as I stepped down to the platform from Amtrak No.5, the westbound *San Francisco Zephyr*, at Cheyenne, Wyoming, around noon on November 25, 1971. While UP E9s 907, 957B and 961 pumped up the air after running around their train at the depot (the *Zephyr* was hauled backwards between Denver and Cheyenne), my first freight on the

F9AM WITH GP9B, GP30B AT DIESEL SHOP

RETIRED GE GAS TURBINES 7, 8, 18, 26, 28 AND 29

GP30 ON EASTBOUND FREIGHT ENTERING YARD, 11/25/71

Union Pacific main line appeared: an eastbound behind four Western Pacific units led by a silver and orange GE U30B, trailed by a Western Pacific and a Union Pacific caboose. Awesome! But it was Thanksgiving Day, and I was hungry. The most convenient place to eat was the dining room in the Union Pacific depot.

What a Thanksgiving dinner it was. At the counter, I attacked a Union Pacific china plate heaped high with turkey and stuffing; mashed potatoes and gravy; perfectly cooked veggies. And for dessert I couldn't choose between mince, pumpkin or apple pie, so the waitress served up one of each. I remember the price was well under $5.00, maybe less than $3.00. I was fat (figuratively), happy, and stoked for an afternoon of photography.

When choosing a college, most young men look for sports teams, proximity to recreational sites, the reputed quality of the school's women; some even consider curricula and faculty. Not me. I got out my Rand McNally railroad atlas and mused. Hmmm, Denver's served by Union Pacific, Burlington Northern, Colorado & Southern, Fort Worth & Denver, Rio Grande, Santa Fe and Rock Island! Before long, I was accepted at the University of Denver.

Being pretty much cashless and absolutely carless, railfanning was limited until I met another student who had a friend with a car. I could occasionally tag along with them, and would sometimes ride the bus down to Union Station to poke around the Denver terminal. But I really wanted to see some heavy, big time Western railroading. So I packed a grip with my Pentax, a roll (or two?) of Kodachrome II, a Vivitar 70-210mm f4.5 zoom and a change of underwear, and took a bus to Union Station where I plunked down the $8.00 round-trip fare to Cheyenne. On board, I was struck by the conductor's shorthand for my destination: "Chian."

After dinner I crossed the bridge from the station to the shops, shooting a westbound behind a GP30 as it passed the platforms. Not a soul was around on the holiday, so I could take it all in. An F9Am idled contently by the shop. Without much film, I had to choose my subjects carefully. My notes tell of wondrous things, some photographed, some not. A half dozen retired 10,000 h.p. GE gas turbines sat out back along with three rotaries, two steam and one diesel. And there were five steam locomotives in the roundhouse; Ten-Wheeler No.28, Mountain 5611, Northern 833, and two Challengers, one of which must have been No.3985.

As I wandered west toward the C&S overpass at Tower A, two freights passed in each direction behind UP and SP power. Pooled power was rare where I came from, so it was a real treat to see such exotic fare. At 3:45 p.m., a slowly unfolding drama began as UP SD40s 3120, 3103 and SD24 418 pulled up with a westbound empty reefer train to change crews. A few minutes later, a set of chugging GE's could be heard to the east, and their exhaust materialized into two U50C's and a U28C (5004, 5009, 2803) on a boxcar train. The burly successors to the big gas turbines (and built on their trucks) were recrewed and chortled off into the sunset, but not before a trio of chanting SD9s spirited a long C&S train of gons and hoppers (sugar beets?) south.

The late fall sun was dropping like a rock, and the last movement I shot that afternoon was an eastbound fruit block behind a GP30 and an assortment of B units, including a DD35. I had crossed the tracks by then and was shooting into the sun. As the eastbound passed, I swung around to catch the meet with Extra 3120 West, which was still waiting to head out with his empties. X3120's headlight was on, glancing brightly off the hoods of the eastbound's power while a crewman stood on the ground. What a shot it would have been, were I not burden-

WESTBOUND MIXED UP AND SP SD40S AND SD45S CHANGE CREWS (ABOVE) AND DEPART (BELOW). 11/26/71

ed with a slow lens, slow film and hands shaking with excitement.

I retired to a motel across the street from the tracks and watched the action out the window until I could no longer stay awake. My notes show a total of 27 UP trains through Chian that afternoon and evening, plus two C&S southbounds. The only big power I saw in daylight were the two U50C's, but two trains that night had Centennials. Also that night, an F9Am led three hoods west on a stock train.

The next morning I was pretty much out of film, but saw ten UP

EASTBOUND UP AND SP POWER PASSING TOWER A. 11/26/71

EXTRA 3120 WEST, EMPTY REEFER TRAIN, STOPS FOR CREW CHANGE, 11/25/71

freights plus three southbound C&S jobs before the *City* showed up at 1:10 p.m. for the return trip to Denver. The only line with traffic like that at home was the old Pennsy (by then Penn Central) New York Division, and there, at least 70 per cent were passenger trains, which to me didn't "count."

I rode an SP "three quarter" dome down to Denver, where a friend met me at the station. We took the bus back to campus, stopping at a favorite Mexican place for dinner. I was still in my Overland Route reverie back in my dorm room when it hit me. . . where's my grip???

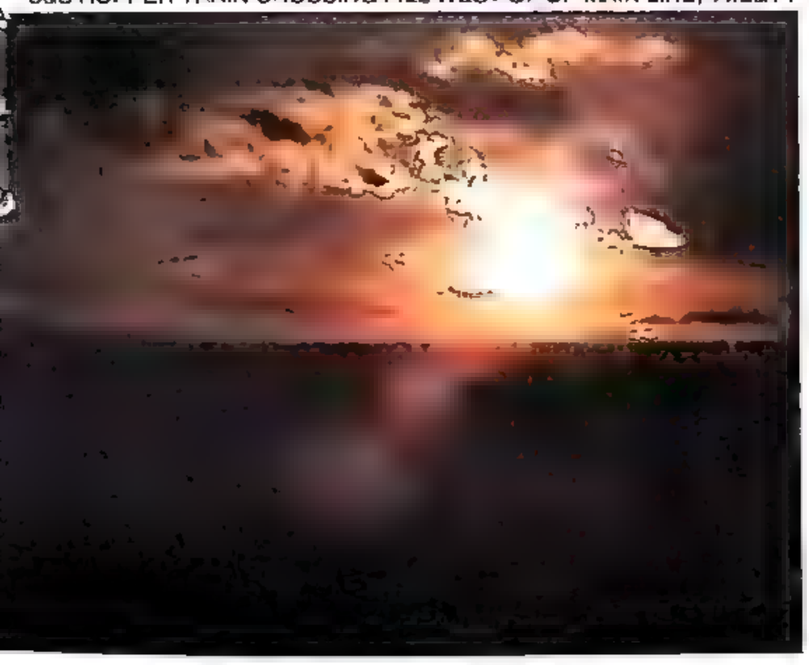
Must have left it on the bus!

U50C 5004 RUNS AROUND X3120 WEST FOR CREW CHANGE

SOUTHBOUND COLORADO & SOUTHERN HOPPER TRAIN PASSES TOWER A, 11/25/71

EXTRA 5004 WEST ACCELERATES PAST TOWER A AFTER CREW CHANGE, 11/25/71 (ABOVE AND BELOW)

C&S HOPPER TRAIN CROSSING FILL WEST OF UP MAIN LINE, 11/25/71



EASTBOUND UP FRUIT BLOCK PASSING TOWER A, 11/25/71

Phoned the dispatcher, who said the same bus I rode home on would be by soon. Ran across the campus to the bus stop and flagged him down. The door opened; my grip was on the floor behind the driver's seat. Amazing! Some honest soul had turned it in.

"Left my bag on the bus. That's it." "What's in it?" "Notebook, camera, film, zoom lens. . ." "What else?" "Two days' worth of dirty underwear. . ." "Take it, kid, it's yours!"

All the Livelong

ON AN INTERNET bulletin board recently, a topic of discussion was that it is no longer possible, or almost impossible, to take pictures of railroad workers as was done in the past. Because the railroads have downsized over the past 50 years, there are no longer operators at every station and interlocking, no longer a section gang every 20 miles. While I understood the concept and initially had to pretty much agree with the sentiment of many railroad photographers online, my opinion changed recently as I sorted through some slides while working on another project.

As I began to sort, I began throwing all the pages of railroad workers and maintenance of way equipment into one pile. Most of these shots were taken during a maintenance "blitz" on BNSF's Thayer Subdivision in southwest Missouri and northeast Arkansas, when the railroad was shut down to traffic for twelve days in June 1998. When I was through, I realized that in over two-thirds of the pictures, I was in a position that did not require permission to be there and did not require all the PPE (personal protective equipment) that is required of railroad workers. In other words, I was not on the railroad right-of-way or I was at a grade crossing.

I will admit that while I do work for BNSF, and I was shooting on assignment for some of the pictures, I did have on all of my PPE (hard hat, orange vest near grade crossings or other streets, steel toes boots, etc.) and I was dressed like a railroader. But more importantly, it was not necessary to get close to get a good picture of the men doing their jobs.

My first choice for a lens is a 70-200mm zoom, which allowed me to remain at a safe distance from the work and keep out of the way of the railroaders doing their job. And even though I could get closer, I knew that if I was concentrating on taking a picture, I would not aware of everything that is going on around me; the consequences of being in the wrong place at the wrong time is something that I have no desire to experience first-hand. Railroad machinery and equipment is massive, and a human body, or part there of, will do little or nothing to stop or hinder its movement. Therefore, a majority of my photography of the railroad workers was taken from a grade crossing or near the right of way fence.

It continues to amaze me after 30 years of working for the railroad and taking pictures of the people that I work with that, while they like to complain about the railroad, they are still proud of what they do and the equipment that they use. Engineers and trainmen want their picture taken on the front of their locomotives. MofW workers want a picture of themselves on their equipment, whether it is a big truck, tamper or ballast regulator. And if it is a larger gang, they want a picture of the whole gang together standing in front of their equipment. And of course they will want enough

Day!

Track gangs provide plenty of opportunities to get those elusive "people shots"/Charlie Dischinger

Photography/the author

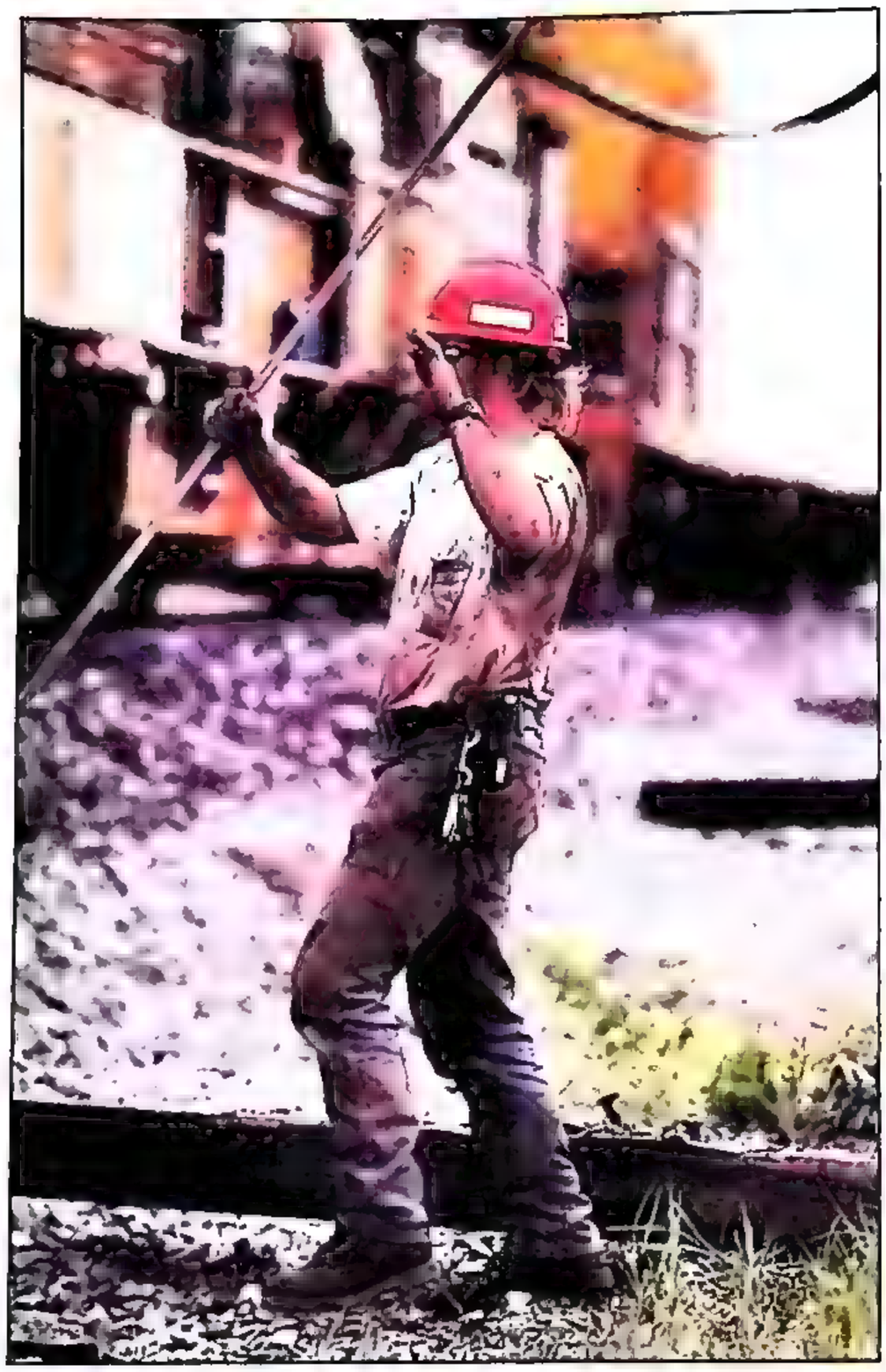
printed copies so everyone in the gang can have their very own 8"×10" color glossy picture to take home.

So while there may not be as many railroad workers as there were in the past, and access to them may not be as easy as it was in the past, there are still a lot of opportunities out there if the photographer is willing to put out a little time and effort. Industrial switch engines usually are away from main yards cross numerous streets where their pictures can be taken. In addition, those kinds of jobs usually follow a routine that makes them easy to follow. And while getting pictures of the switchmen lining switches and riding the point on a cut of cars is readily accessible, I will admit that getting a good picture of the engine working is getting more difficult. With radios, it is no longer necessary for the engineer to keep his head poked out the side window looking for a hand signal; in fact, with more and more engines being air conditioned, you will likely find him with the window closed. But occasionally the opportunity will present itself, and when it does one needs to ready and quick.

If you are interested in taking pictures of people working on the track, the opportunities are there. It may not be where you want them or when you want them, but they are there. Large gangs, particularly in the summertime, usually prefer to work earlier in the day so they can avoid the heat. They may start at 6:00 a.m. if they have the choice so they can finish at 2:00 p.m. Other gangs who are away from home during the week usually prefer to work four ten-hour days so they can be home longer on the weekend. But here again, given the choice, a lot of them will elect to go to work early while it is still relatively cool. When you get away from the heat and summer, more normal hours are usually adhered to and usually are based on when it gets light and dark, especially if the gangs are working four ten hour days.

The larger steel and tie gangs will present the most photo opportunities. You can find ten or 20 pieces of equipment working along a rather small section of track. And since they work in a "reverse production line," where the "production line" (machinery) moves down the track instead of the product moving down the production line, it is simply a matter of picking your safe spot with a good view and waiting for the workers and equipment to come to you.

The opportunities to photograph railroad workers may not be as frequent or easy as they have been in the past, but they are still there. And they require no more effort than it does to find that one great shot where a particular locomotive, scenery and perfect lighting conditions all come together. It just requires a slightly different outlook and setting a different goal to make it happen. Just learn to get excited about shooting something besides those rare GE AC Heritage II locomotives. It may be the power of the machinery that draws you to the track, but it's people that make the railroads work.



B.D.JOHNSON

The photos illustrating this feature were taken during a maintenance-of-way "blitz" on the Thayer Subdivision of the Burlington Northern & Santa Fe Railway on June 16-27, 1998, allowing for intensive photography of the human side of railroading in a very short time period. During the blitz, the railroad was completely shut down to traffic allowing the completion in twelve days of a project that would have taken two years if the work had to be done around moving trains. Some of the activity (pictured on pages 36-37) included ballasting and resurfacing nearly 100 miles of track, trimming rail and installing 46,000 wooden ties. Other activity that provided a wealth of unusual photographic angles included the replacement of eight bridges (OPPOSITE TOP RIGHT) and installing 41,000 concrete ties (BELOW). Telephoto lenses were used to photograph employees doing everything from operating heavy machinery to toting coolers of cold drinks, capturing the heart and soul of the railroad without getting in the way.

A myriad of men and machinery are present whenever heavy maintenance is being performed on the right-of-way. Clouds of dust and flashes of fire all add to the photographic ambience. A train dumping ballast (RIGHT) provides a slow target that shows the interaction of the railroad's employees with its physical plant. Sometimes it's the interaction between machine and machine that captures the photographer's eye, such as equipment being lifted off and on the work train (BELOW LEFT). In contrast, some of the best images of railroaders at work show only a solitary figure dressed for protection against the elements and accidents, performing one of a thousand duties that need to be done to get the right-of-way ready to move heavy freight once again (BELOW RIGHT).

The parade of track equipment working on a tie replacement project can run over a half-mile long, marching down the track in a slow and steady procession of dust and noise (TOP). Old ties need to be removed, new ties put in, rail secured and ballast dumped and tamped. At rural grade crossings, new timbers need to be placed over the ties and bolted down (LEFT). But the real personality of the railroad is found in the faces of the employees as they reflect on the job at hand (ABOVE) — a job that always requires diligence despite the long hours and hard work. The "people" side of the railroad — it goes largely unrecorded by today's photographers, but yet it says more about what the railroad is, and with more depth, than any photograph of flashy equipment ever could.

Sweet Home, Alabama

The Alabama & Gulf Coast, serving the land of Atticus Finch/Bob Eisthen

Photography/the author

FATHER, LAWYER, RACONTEUR, legislator, deadest shot in the county and southern gentleman, Atticus Finch politely coaxed the truth of the beating of Mayella Ewell out of the girl and her father, Bob. Children Jem and Scout, and family friend Dill Harris watched the trial unfold from the balcony in the colored section of the courthouse in fictional Maycomb, Alabama, in 1935.

Stop at the Monroe County Court House in downtown Monroeville, Alabama to pick up a copy of *To Kill a Mockingbird*. The building is the model for the Maycomb court house used in the book. Indeed, the producers of the movie version, starring Gregory Peck, considered shooting on location, but could not because the court was still in use. Instead, a re-creation of the town as it appeared during the Depression was fashioned on a Hollywood back lot.

The Alabama & Gulf Coast office is one block north of the courthouse. You'll want to stop in to sign a release before making the 54-mile trek to the Alabama River Bridge. It's a two-mile walk from the gate where the road ends to the bridge, so you'll want to get there in plenty of time to catch the MacMillan Turn. There's more than one photo angle to be had, so you'll probably want to wait for the Magnolia Turn a few hours later.

While waiting, you could soak in the local ambience by reading Harper Lee's masterpiece — the only book she ever wrote. Alternatively, you could contemplate the fate of the bridgetender who, in the late 1970s, got stuck in the control room atop the bridge with the span open and had to radio for someone to come with a rope to pull the bridge back into place.

Frisco roots

The seventh page of Timetable 43A, effective April 29, 1962, tells a tale of this modest branch line in the larger Frisco empire. There was a scheduled pair of through trains each evening. Train 263 left Pensacola, Florida, at

10:00 p.m., while Train 235 departed the yard at Magnolia, Alabama, at 11:40 p.m., midway on its route from Memphis, Tennessee, to the Gulf of Mexico's salty waters. The two trains were scheduled to meet at Limestone siding at 1:36 a.m.

The eighth page of the timetable shows that the line was limited to 45 m.p.h., except for a number of speed-restricted curves. A four m.p.h. limit is noted for the Bayou Chico Bridge in Pensacola. The same speeds applied to both passenger and freight trains, though the last passenger trains, Nos.107 and 108, the Pensacola section of the *Sunnyland,* had been discontinued in 1955.

In the book, Dill Harris came from Meridian, Mississippi, to Maycomb every summer to stay with his aunt Rachel, and is reported to have traveled via the L&N, with commentary that the train stopped at Maycomb Junction, a ten mile walk away from Maycomb, because it was actually in the next county. A Southern-Frisco routing via Boligee, Alabama, would have been more direct, but there was no close connection there between the northbound *Queen & Crescent* and the southbound *Sunnyland.* A passenger would have to wait for 21 hours at Boligee. The L&N at Selma offered a one-hour connection between the Southern and a train to Monroeton, a handful of miles east of Monroeville and the book's model for "Maycomb Junction."

The Frisco wasn't the first railroad to issue a timetable or use train orders or track warrants for the 142 miles between Pensacola and Kimbrough, Alabama. Like most railroads, title to these rails has belonged to several owners, including builder Gulf, Florida & Alabama (1911), Muscle Shoals, Birmingham & Pensacola Railway (1922), Muscle Shoals, Birmingham & Pensacola Railroad (1925), Frisco itself (1928), Burlington Northern (1980), Burlington Northern & Santa Fe (1995) and since 1997, the Alabama & Gulf Coast.

Statesrail, a Dallas, Texas-based short line holding company, owns the A&GC, along with the Kyle; Eastern Alabama; San Joaquin Valley; Arizona Eastern; Kiamichi; San Pedro & Southwestern; and the Lahaina, Kaanapali & Pacific, Hawaii's only standard gauge railroad.

A&GC ownership of the line today begins at Gulf, Alabama, three miles south of Kimbrough. BNSF granted A&GC 13 miles of trackage rights from Gulf to reach Magnolia Yard, but retained the line to Kimbrough for access to the Norfolk Southern main line between Mobile and Marion Junction, near Selma. BNSF has trackage rights over NS from Kimbrough to Mobile.

The employee timetable isn't quite the visual feast that is the Frisco's 1962 issue. Reflecting the modern short line environment, the timetable is a single photocopied sheet of paper.

Three GP30s of CSX descent pull the Magnolia Turn through Lookout Hill, Alabama on April 27, 2001, slowing for a meet with the MacMillan Turn at Hybart, just three miles away (LEFT). Relaxing for a moment at the throttle of the MacMillan Turn, engineer David Sanford regales his fellow travelers with tales of his 17 years as a conductor with the Louisville & Nashville, along with his misadventures in the log-trucking business after accepting a buyout from the railroad in the early Nineties (ABOVE).

Today's operations

It's easier to get A&GC's trains to show themselves in daylight than it was for Jem and Scout to get the reclusive Boo Radley to leave his house.

There are three jobs on the north end, all operating out of Fountain, Alabama, and three at the south end, with Cantonment (Can-TONE-ment), Florida, as their base. Saturdays and Sundays see a somewhat reduced schedule. Each train runs in daylight over at least a portion of its route in the longer days of the year, while several are daylight runs year 'round.

The Fountain-Atmore Turn goes on duty at 8:00 a.m. and, depending on how much work it takes to set up the train, can leave anywhere between 8:30 and 10:00 a.m. This job works a couple of cottonseed mills in McCullough and a telephone pole company in Huxford, and carries cars for Cantonment and Pensacola deliveries. New customers Rocky Creek Timber and Gates Precast Concrete are coming on line in Mexie and Frisco City, respectively. The latter will be a rail-to-truck trans-loading point, as Gates is in Monroeville but not accessible directly by rail. Normally the train will arrive in Atmore around mid-day. However, once it returns to Fountain, the crew's work isn't done. After setting off the rest of its train, the Atmore Turn will take cars for the Alabama River Paper mill and head for the plant, a 4.5-mile backup move west of Fountain on ten m.p.h. track. The company's single caboose, an ex-BN extended cupola cab, is added only for the shove to Alabama River Paper. ARP uses Watco to switch its plant, so A&GC simply drops its cars and picks up whatever Watco has set out. Returning to Fountain, the Atmore Turn will leave Hybart-bound cars on the north leg of the wye for that evening's Magnolia Turn. This job works from Monday to Friday.

The MacMillan Turn goes on duty at Fountain around 9:30 a.m. seven days

a week. In the yard, the MacMillan Turn will make up its own train and switch cars for the Atmore Turn to take to Alabama River Paper. Departure for points north is normally 10:30 to 11:00 a.m. After a 45-minute trip, the train works the CSX interchange at Hybart (HI-bert) for anywhere from 45 minutes to three hours. A&GC is paid $15 a car to pre-block cars to be picked up in the evening by CSX. It's another 45 minutes to the Weyerhaeuser Paper mill at MacMillan. There's a wye and a four-track yard that takes about an hour and a half to switch before the train turns for home. He'll stop at Hybart again to drop cars for CSX and pick up for Alabama River Paper. Return to Fountain is normally around 6:00 p.m. On days when the Atmore Turn isn't working, the MacMillan Turn will start the day by switching Alabama River Paper.

The Magnolia Turn crew is called when the Atmore Turn crew goes off duty, or in mid-afternoon on the weekends. The same power is used for both trains. The Magnolia Turn does not work at Hybart, but often it will meet the returning MacMillan Turn there. The first work of the trip for the Magnolia Turn will be at MacMillan, after which the train will take Weyerhaeuser cars to the NS interchange at Kimbrough. Even in the longest days of summer, arrival at Kimbrough might not be in sunlight. A lengthy stay there can't be ruled out either, as Mobile traffic on NS or BNSF can delay the Turn's arrival at its namesake Magnolia Yard, ten miles northeast of Kimbrough. The southbound trip consists of more work at Kimbrough and MacMillan before returning to Fountain, often in the wee hours of the morning.

During the week, the Magnolia Turn will normally go out between 4:00 and 6:00 p.m. On weekends, it gets an earlier start, leaving after the regular conductor goes to church and has dinner with his family. Figure on seeing this one head north around 2:00 or 3:00 p.m. on weekends.

At the south end, all three jobs work out of Cantonment, where A&GC switches the giant International Paper mill. That switcher goes on duty at 7:00 a.m. and does not stray from the mill. IP gets switched every day.

During the week, the Cantonment-Atmore Turn goes on duty at 1:00 p.m. and makes a quick 31-mile trip north to trade cars with the turn from Fountain. There's no work northbound, and only sometimes will the Turn work at a cotton seed mill at Walnut Hill, Florida, on the southbound trip. Upon return to Cantonment, usually around 5:00 or 6:00 p.m., it will switch the IP mill.

The Pensacola Turn marks up around 6:00 p.m. and heads into the city to work a variety of industrial customers, returning in the overnight hours. Again, if there's switching to be done at IP after the run to Pensacola and back, this crew will do it.

On Saturdays, a Cantonment-Atmore Turn goes on duty at 9:00 a.m., runs all the way to Fountain, arrives during the lunch hour, and returns to Cantonment around supper time. The Pensacola Turn only runs as needed on the weekend.

The last train plying Alabama & Gulf Coast tracks is CSX's M730 local, a nightly turn from Flomaton, Alabama, to Hybart and return. The M730 will normally depart home rails within a few minutes of its 5:00 p.m. on duty time.

Shooting game

From Calpurnia's tarts and Miss Maudie's cakes to Dill's reported taste for syrup-coated meals, food is something near and dear to the hearts and stomachs of Maycomb's citizens. It isn't always store-bought, as indicated in the story of Atticus "One-Shot"

Finch. Reportedly, as a youth he was such a marksman that he could take aim at 15 doves and hit 14, considering the miss to be a waste of ammunition.

Outdoorsmen populate the A&GC. While the conductor and engineer check the paperwork for the morning train, you can read a pile of hunting magazines collected at the Fountain yard office. Ride the head end of the MacMillan Turn while it's making the half-hour shove to Alabama River Paper, and engineer David Sanford will tell you that he had to report to work that morning fending off his wife's desire to spend the day fishing with him. Others will tell of Sanford's on-board meals of fresh game — deer, squirrel, fowl, you name it. Still others will tell stories about train crews who have stopped when they saw a gaggle of wild pigs run across the tracks, while the conductor chased down a piglet

The MacMillan Turn approaches the end of the 3/4 mile trestle carrying the railroad above the Alabama River's flood plain. Engineer David Sanborn observes the 10 m.p.h. speed limit as conductor Brent Rathburn plans his moves at the Weyerhaeuser MacMillan mill a few minutes from now (ABOVE). **The Magnolia Turn crosses the Alabama River at 6:00 p.m. on April 28, 2001. Howard Keith is running while conductor Red Lambert holds down the left-hand seat. Two days later, Lambert obtained his student engineer's card** (BELOW). **At Fountain, Alabama, Michael Bradley power washes No.2181, which had been bad-ordered by the FRA for being too dirty. AGR's open-air shop at Fountain can handle almost any kind of mechanical work** (BOTTOM LEFT).

to fatten up for a later roast. Another story circulates about a wild turkey chased down and caught by an eager and hungry crewman.

Food that you don't have to catch yourself can be found in Monroeville, Atmore and Pensacola. There's Miss Sarah's general store in Hybart that's open limited hours, too, and comes in handy on a hot southern afternoon. Flomaton and Camden, Alabama, provide fast food joints for the price of a modest side trip for the fan in need. Though nearly every place in the area serves grits, that Southern delicacy is never mentioned in the pages of *Mockingbird*.

Shooting photos

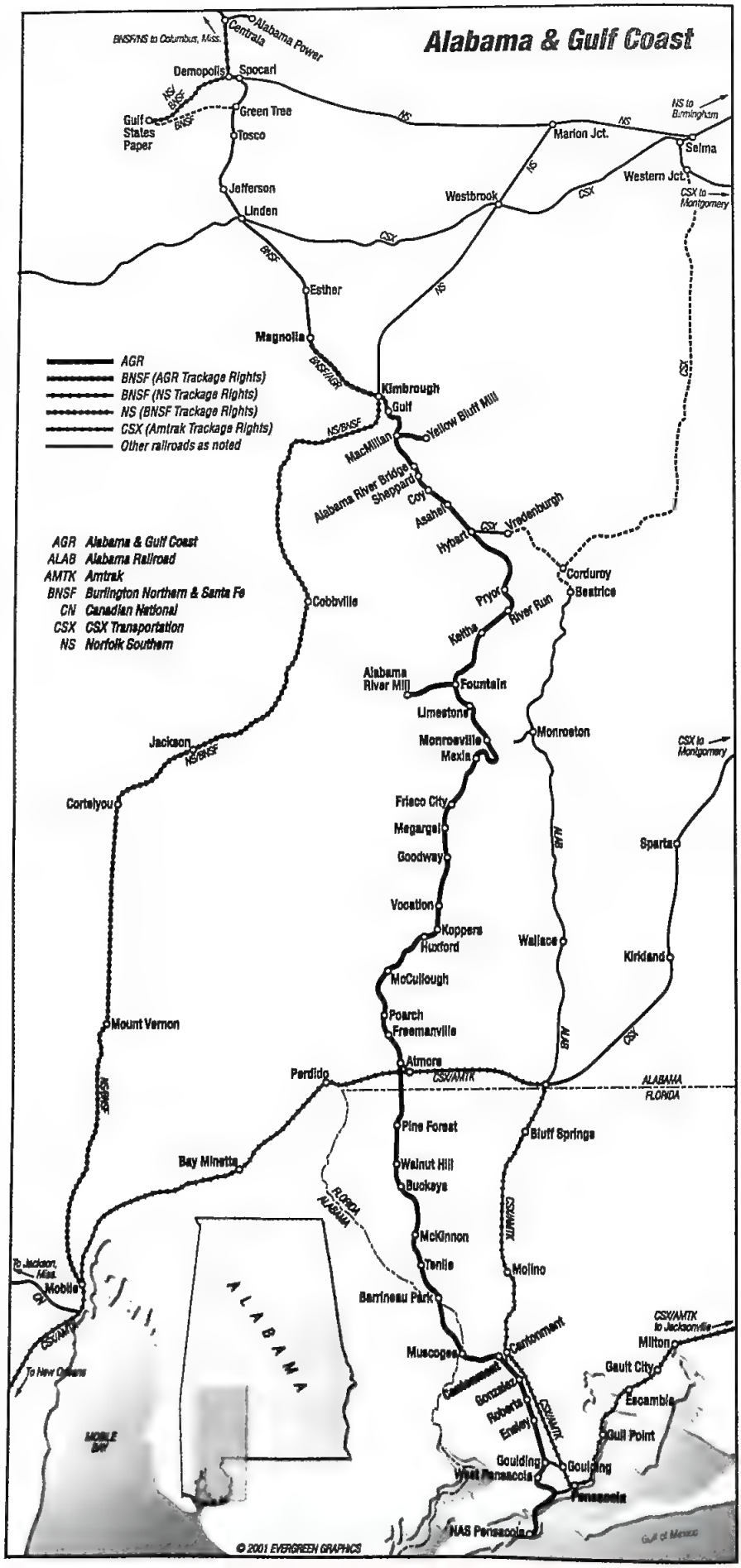
Railfanning the A&GC can be as difficult or easy as you want it to be. Tree tunnel shots dominate on the north end, though Spanish moss and swamps add an element that Yankee photographers won't often encounter, especially if they don't work their way into the back country off the grade crossings. Chasing can be a challenge on many parts of the line, owing to the 40 m.p.h. train speeds, welded rail, and dearth of parallel roads in some places.

Easy access can be had around MacMillan from grade crossings on county roads and an overhead bridge on Highway 10 on the south end of the yard. There's a swamp alongside the yard, but you might think twice about the photo opportunities it provides unless you bring a chicken for the 'gator who lives there, as some of the train crews have.

The Alabama River Bridge lies southeast of MacMillan, and is the scenic highlight of the line. Reaching the west end of the bridge is fairly straightforward. From Highway 10, take County Route 18 south, cross the tracks, and immediately turn left. Ignore the first grade crossing that you see to your left, and continue ahead for another mile. You'll cross the tracks and drive another half mile before reaching a gate. Grab your copy of *To Kill a Mockingbird*, scanner, cameras, film, drinks, bug spray, food and sunscreen. Start walking. In a couple of miles, you'll be at the bridge.

If you don't feel like working that hard, the next easy opportunities south of MacMillan are east of the river. Hybart is on the main artery, with Highway 41 passing over the tracks and a county road, allowing access to view switching operations. There are grade crossings at Asahel and Coy to the northwest, but those locations afford only carbon-copy tree tunnel photos.

Some effort is required to reach Lookout Hill. Head up County Road 56 from Hybart, and turn south down the unimproved road immediately before



CSX local M730 rolls past stored box cars on the Alabama & Gulf Coast at Frisco City, Alabama on April 29, 2001. CSX obtained trackage rights over BNSF between Atmore and Hybart to retain access to the mill at Vredenburgh, which was cut off from the rest of the system after CSX abandoned its line from Selma to Beatrice and sold the line south to Flomaton to the Alabama Railroad (ABOVE). The Fountain-Atmore Turn clips along on the 40 m.p.h. welded rail at Goodway, Alabama (BELOW). The photographer's speedy arrival here prompted the conductor to radio the dispatcher that "Some guy just drove up at high speed and started taking pictures!" The dispatcher replied, "Well, the Post Office needed a picture of y'all to hang on the wall."

the church in Vredenburgh. After about three miles, the road abruptly ends, as a bridge is out, and the grade crossing a hundred yards further along has been removed. The latter came after engineer Howard Keith at the throttle of a MacMillan Turn nailed a log truck here June 9, 1999, derailing a couple of engines, including turning No.2176 over on its side. Unfortunately, DeLorme atlases incorrectly show that there is still access to the south side of the tracks here, leading to a web of dirt roads that provide access to the most remote parts of the line alongside Flat Creek. Indeed, some roads shown in the atlas are private, making the section of track between Lookout Hill and Fountain nearly inaccessible by automobile.

Skipping ahead, the next readily accessible point on the railroad is at Fountain. There's an open-deck trestle with a Frisco logo over Highway 41 that's easy enough to shoot. The yard itself is nestled in among tall trees on both sides. It is possible to chase the northbound freights from Fountain to Hybart, but it's a quick 45-minute trip by rail and about 35-40 minutes by car, owing to a steep hill and several sharp curves that will hold your speed to something sub-sonic.

You can also get ahead of a train between Hybart and MacMillan, but not if the train leaves town first. Obviously, shooting the same train at Hybart and the Alabama River Bridge is unlikely, unless the crew gets hung up classifying CSX cars. The north end of the line poses real logistical challenges to the chaser as well as some visual interest to the photographer. Plan your shots in advance and expect to spend more than one day north of Fountain if you want to document the line in detail.

South of Fountain, chasing gets easier as the line is more accessible and the roads run roughly parallel to the tracks. There's also more variety as the railroad passes though small towns and cotton fields, and the trains will stop to work at various industries along the way. However, train speeds are too high and the main roads sometimes too far from the tracks to enable the chaser to record all the interesting locations in one visit.

West Monroeville is home to two interesting photo locations. Over Highway 47, about three miles west of the Monroeville town square, is a trestle, still bearing a Frisco logo, crossing over the road. There's a tree wall on the north side of the road, so warning that a train is approaching is limited. An alternate location is on Mount Pleasant Avenue. Again, follow this road west from the town square, and you will intersect the A&GC not once, but twice. The railroad makes a horseshoe curve out of view in the forest to the south. You will not be able to shoot the same train traveling in the same direction from both Highway 47 and Mount Pleasant Avenue on the same day. You can shoot the southbound at Highway 47 and the northbound at the westernmost grade crossing on Mount Pleasant Avenue and have pleasing light on both.

Following either Mount Pleasant Avenue or Highway 47 west will lead the chaser to U.S. Highway 84 in Mexia (MEX-ee). New shipper Rocky Creek Timber is located to the north of the highway. Continue on 84 to the

intersection with Alabama Highway 21 and turn right to head for Frisco City. Boxcars stored for other railroads earn the A&GC a dollar a day per car, but present a bit of an obstacle for the photographer using the overpass in Frisco City.

Highway 21 turns due south a mile or so west of Frisco City. Through Megargel, the railroad is just 30 yards east of the highway, with clear, open broadside photo opportunities. At Goodway, County Road 45 takes you to the tracks. Back on 21, your next chance to see the train is at Huxford Pole & Timber. This mill gets switched daily by the northbound train on tracks that are oriented east-west. The Turn has to be a little early for the best light to be available.

McCullough hosts a couple of cotton seed plants that get occasional service. Take Smithfield Road a couple of miles back to the town. Due to the two plants having switches facing opposite directions, it is possible to view the Turn working this area on both the south- and northbound legs of its trip. From here, you could either head straight to Atmore via Route 21 (don't speed past the state penitentiary!) or follow Smithfield west to County Road 1 to County Road 14 to reach Poarch. It's a wide-open shot with no special background, but the northwest-southeast orientation of the railroad here makes this an ideal spot for shooting the CSX local M730 late in the evening, rather than the A&GC.

At Atmore, the Turn sets out cars for the Cantonment-Atmore Turn north of the CSX M&M Sub through downtown Atmore, and right on the north side of County Road 1. Between the A&GC yard and CSX, there is a tightly curved wye track used by the M730 local that winds between a grain elevator and the A&GC trestle that crosses CSX.

South of Atmore, Alabama Highway 21 becomes Florida Highway 97 at the state line. Follow the Pine Forest Highway, 97A, to parallel the tracks for a short stretch. Highway 99A will take you back east to Walnut Hill, then Highway 99 will follow the railroad through McKinnon and Bay Springs. At Barrineau Park, Florida, the railroad crosses the Perdido River, which separates Alabama from Florida. The southern crossing could be reached by following Alabama Highway 112 until it crosses the state line and taking the first turn north.

Cantonment sits astride U.S. Highway 29, with the International Paper mill on the west side, and the A&GC office on the east. Pensacola lies just 13 miles ahead, and offers the photographer an interesting array of night photo opportunities during the work week of the Pensacola Turn.

Down by the bridge

You're sitting at the Alabama River Bridge, soaking up some rays and the atmosphere of fictional Maycomb, Alabama. Set the scanner to AAR channels 82-15. The dispatcher to train channel is 161.340, while the trains respond to the dispatcher at 160.335. (In Cantonment, the IP plant switcher is 30-30, or 160.560.)

On a normal day, the MacMillan Turn will reach the bridge in early afternoon, generally between 12:30 and 2:30 p.m. Most days, the southbound MacMillan Turn will meet the Magnolia Turn at Hybart, though it's also possible they could meet at MacMillan. Again, normally, the Magnolia Turn will be at the bridge around 7:00 p.m. This is why it's important to check in at the office and sign a release: you can ask the folks in the office for the approximate times trains will leave Fountain. It's possible that the Fountain-Atmore Turn will have a light load, putting the Magnolia Turn out of the yard a couple of hours early. On Sundays, too, the Magnolia Turn arrives at the bridge in late afternoon rather than early evening.

Consider Dill Harris while you wait. The youngster takes on a more interesting dimension when you know that he was based on a real person. Yes, there apparently was a model for the truth-challenged, mischievous kid.

In light of Isaac Bashevis Singer's famous line, "When I was a little boy, they called me a liar, but now that I am grown up, they call me a writer," you should not be surprised to learn that Monroeville produced not one icon of American literature, but two. Truman Capote spent a few summers living with an aunt just a couple of blocks south of the town square; there is a historic marker at the place where the house once stood. But if you're going to spend a few hours alone, isolated from the rest of humanity waiting to photograph a train, *To Kill a Mockingbird* is surely an easier read than *In Cold Blood.*

The author is a financial analyst based in Cincinnati, Ohio. He and his clients own stock in all of the publicly traded companies mentioned in this article.

Three of Alabama & Gulf Coast's ex-CSX GP30M's sprint along good track with the Fountain-Atmore Turn on April 27, 2001. Good track and good power enable the railroad to provide excellent, personalized service to its shippers (ABOVE). At West Monroeville, Alabama, AGR 2176 rolls the Fountain-Atmore Turn across one of several wooden pile trestles along the route; some still have their Frisco heralds (BELOW). The huge International Paper mill in Cantonment, Alabama, is switched seven days a week by an AGR job which goes on duty at 7:00 a.m. Engineer Ed Johnston is switching the plant with No.2184 on April 29, 2001. The plant is served by AGR and CSX; the big road runs by the east side, AGR on the west.

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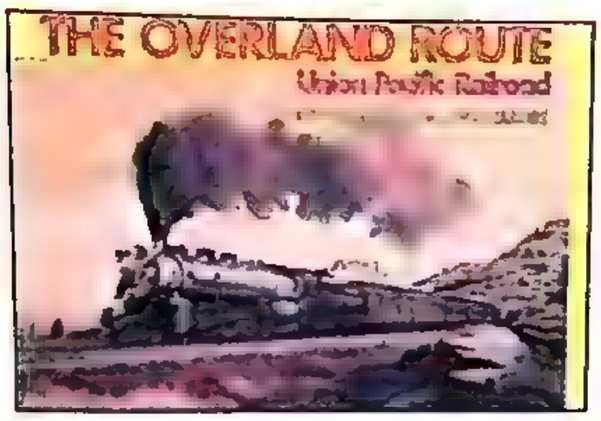

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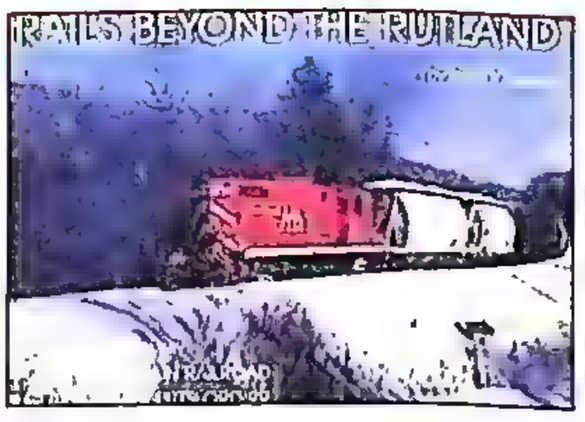

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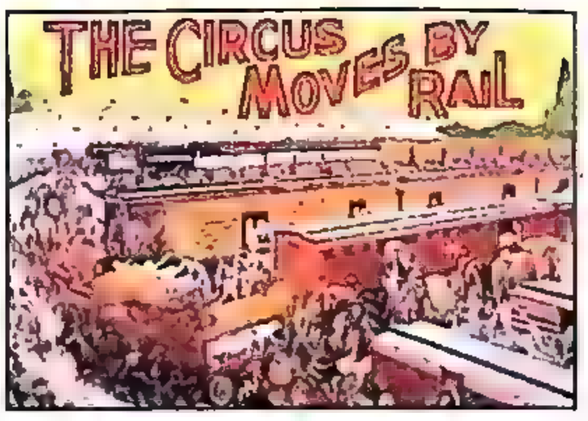

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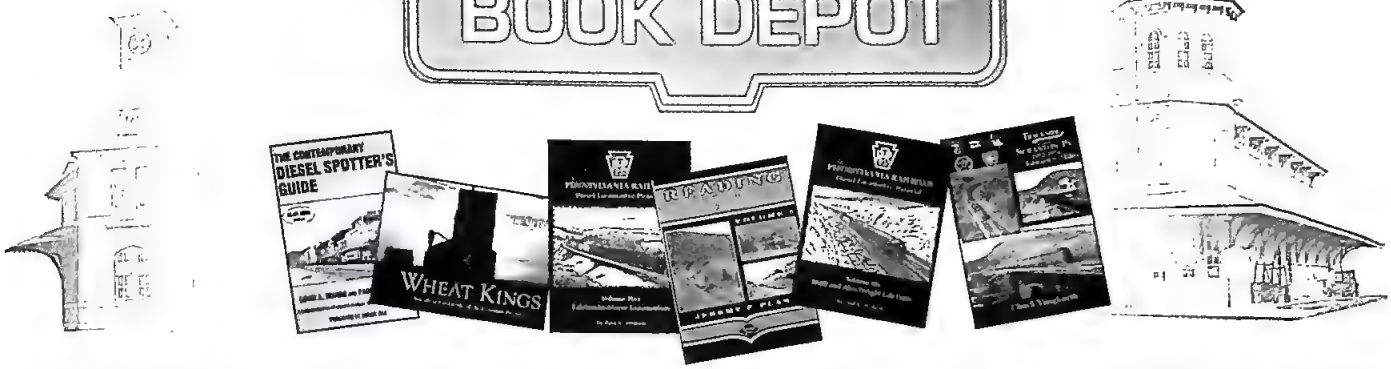

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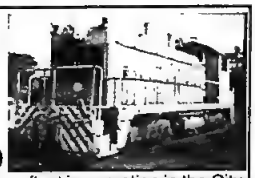

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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

Formula: 85-5 = 82

NEW MATH? NO. This year's *Annual Guide to Dinner Trains* (R&R, June 2001), including corrections, tallied 85 trains. Almost immediately, five flags began to fall. In their fading markers are reports of success rather than failure on many existing trains, of the birth of one new train, of one train being reborn and of one new train being planned.

The Fallen Flags: First, on July 12th, the Wisconsin & Southern abruptly stopped its *Northern Pride* ride-'n'-dine operation (R&R, March 2001) along with all excursion operations due to rising fuel costs, the increased cost of insurance, and revenue issues among the parties involved. The trains may start again, perhaps even before this gets into print. A combined effort of the businesses and communities affected by the operation, interested investors and the railroad may result in the resumption of service on a more solid financial footing, in time to capitalize on the peak fall foliage season. For information, visit the Wisconsin & Southern web site (*www.wsorrailroad.com*), or contact The Old Feed Mill at *www.oldfeedmill.com* or 608/795-4909.

Also gone in July was the *Carolina Dinner Train* out of Aberdeen, North Carolina, operated by the Aberdeen, Carolina & Western. Robert Menzies, owner and president, said: "A passenger operation did not fit into our core business, which is freight. From the beginning, I tried to keep the dinner train separate. I looked for a restaurant operator with the expertise needed to market and operate a dinner train, and with an entrepreneurial spirit. Such a person is hard to find." Freight employees were unaccustomed to handling passenger trains. "We were well received," Menzies said, "but good, reliable help was hard to find." Contact him at 910/428-9030 for information on purchasing the dinner train set, once on the Florida Central.

In a strange twist, a train that was about to be added to our list stopped operations on July 19th, the day the column announcing it was going to press. The *Aerie Gourmet* lunch tour operated by the Pacific Wilderness Railway offered a mid-day ride-'n-dine from Victoria, British Columbia, to Malahat Summit with lunch at The Aerie, a chateau resort. Low patronage was reportedly the problem.

Finally,on September 2nd, the Northern Central Railroad's *Liberty Limited* running out of New Freedom, Pennsylvania, and its stillborn sister, the Indian Head Central Railway in Indian Head, Maryland, ceased operations. Located in southern York County and able to draw customers from Baltimore, Philadelphia and Harrisburg, the *Libery Limited*, named for the PRR streamliner, was launched in 1996 (R&R, November 1996). Later, departures from York were added. The route followed one of the oldest rights-of-way in the United States, the 1838 line between Baltimore and York.

With a mix of dinner and brunch trains,

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murder mystery trains, Scenic Sunday dinner trains with live entertainment and even a popular *Polar Express,* the line hauled approximately 75,000 passengers during its five years of existence. It provided employment for up to 75 local residents, and offered training and opportunities for volunteers to learn more about railroads and railroading.

On the ground, things did not go smoothly. President Ken Bitten said, "In the beginning, a handful of residents (in and around New Freedom) were disturbed by the noise, but as we fine-tuned our operations to minimize the disturbance the problem largely went away. Most residents and trail users (the right-of-way parallels the 41-mile long Heritage/Northern Central Rail Trail) looked at the train as a plus." York County tried unsuccessfully to purchase 2½ miles of track used by the trains from Emons Transportation. This resulted in termination of the York trains. "Ridership stagnated after the York service was canceled," says Bitten.

Disputes with the Borough Council of New Freedom over sewer codes, grade crossings, and the storage and repair of rail cars in the center of the village exacerbated these problems. Ultimately, "The weakening economy led to a drastic downturn in sales," Bitten says. The Indian Head operation never got into full swing. Delays were attributed to everything from regulatory and management issues growing out of operating in cooperation with the Navy, to finding reliable help in the then-tight labor market. The resulting irregular schedule and inconsistent service did not help.

There is some good news. A newborn: Youngwood, Pennsylvania; **Youngwood Heritage Railroad dinner train;** 1 Depot Street; 724/925-6543. 1-A. Operates once a month, May through October. Departing at 5:30 p.m. using a 1949 Alco S-2 and ex-PRR coaches, the run goes to Scottdale, Pennsylvania, where passengers enjoy a Hawaiian Luau theme dinner at The Bistro.

Expecting: A group on the coast of northwest Oregon is developing a business plan for a dinner train startup there.

More Good News: In a note dated August 27th, from Fenner Stevenson, General Manager of the Boone & Scenic Valley Railroad, this P.S.: "We are purchasing a second dining car for next season. We have had great success with our operation."

85 take away five really does equal 82!

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Camera Bag

Your guide to railfan photography

by JIM BOYD

J.B. Goes Digital!

WELL FOLKS, I finally did it. I bought a digital camera. After spending more than $100 to process the color prints from my Memorial Day dive club rally, I decided that I'd be money ahead to go digital, since I use that photography almost exclusively for my website (*www.geocities.com/jboyddiver*).

Of course, I didn't just go out, research the market, evaluate all the options and select the best camera for the job, I did what any good railfan would do. I hit up my computer-geek buddy Rick Shanahan for his digital camera, which I'd used at a previous dive rally. Knowing that he can never resist the newest techno-toy, I asked Ricky if he had any old digital cameras around that he'd be willing to sell. "Well, I've been looking at some new cameras and was thinking of putting that Kodak DC260 on eBay and getting a new one. I can make you a good deal on that one."

Bingo! He'd read my mind – or I'd read his. And, yes, Ricky made me a great deal on that Kodak DC260. He'd had the camera about a year, and the instruction book that came with it is copyright 1998, so it's only about 30 computer-years out of date. This little baby has a lot of bells and whistles, though – literally, since it can record sounds as well as images!

The Kodak DC260 is a typical compact consumer digital camera. It's auto-everything and is intended for snapshots and people pictures. It has a built-in flash and a modest zoom (about a 38mm-115mm zoom equivalent on a 35mm camera). It has a view screen on the back that displays in full color the picture you've just taken and an LCD menu panel on the top that reads out camera functions with numerals and icons. If you're the type of person whose VCR still flashes 12:00, this camera ain't for you! It took me a couple of reads of the instruction book and about a dozen road trips before I was able to use even the basic functions without fumbling them. Of course, it also requires a computer to store and manipulate the pictures, since the camera records the images on a 48MB CompactFlash memory card that will hold over 300 high definition pictures on a chunk of plastic that's about the size of a book of matches!

The camera produces great results for standard 72 d.p.i. website jpegs, and over the summer of 2001 it more than paid for itself in film processing costs. It does have some quirks, though, that take some getting used to. Firstly, it takes about eight seconds to turn itself on when you hit the power switch. That may not sound like much, but it's an eternity when you're trying to capture action that is happening quickly.

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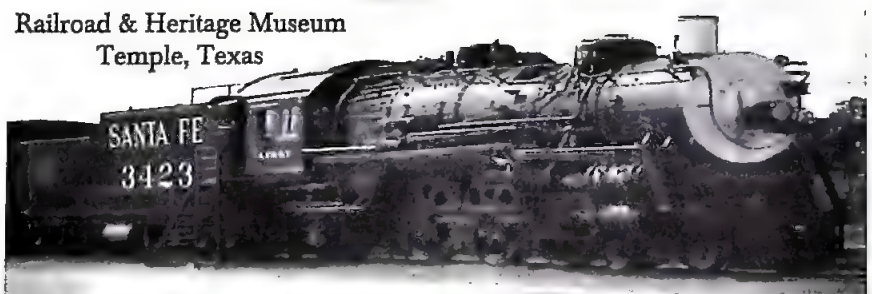

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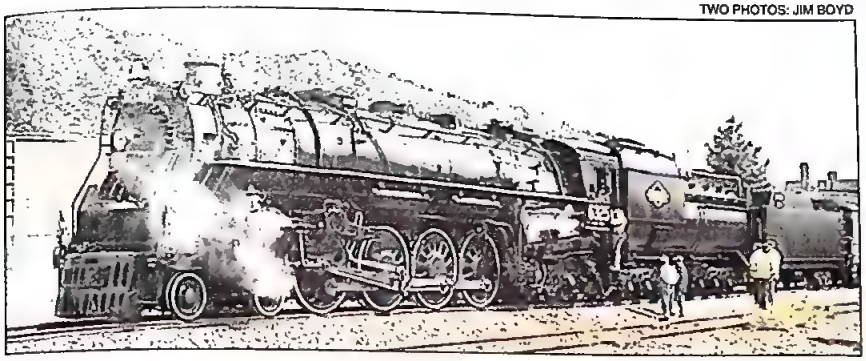

Secondly, it does not usually take the picture when you punch the shutter button. It kinda "thinks about it" and responds when it's darned good and ready. And that delay time varies from less than a second to as many as about ten seconds. This is definitely not a camera for railfan action shots! While playing with it in the cab of the Ohio Central's GTW 4-8-4 6325, I tried six times to get the fireman throwing a scoop of coal into the firebox, and never did manage to get "the shot" with the scoop at the firebox door.

This page shows how the images from my DC260 will reproduce in a magazine. The top photo of the Ohio Central 6325 at Dennison, is a 768×512 pixel image (1.13MB file size) printed almost full size at about 150 d.p.i. resolution, which is about half of the normal 300 d.p.i used for this magazine. The small photo of engineer Bill Goslin shooting the rods is the digital image full size at 300 d.p.i. You and I are both seeing here what these images look like in print for the first time.

DIGITAL IMAGES of Ohio Central's GTW 4-8-4 6325 were shot on a Kodak DC260 camera. The photo at Dennison, Ohio, (above) is the full image reproduced at 150 d.p.i., which is about one half of the normal R&R printing standard. The night shot of Bill Goslin shooting the rods (below) is the full 768x512 pixel image at 300 d.p.i. Consumer digital cameras work fine for website work at computer-standard 72 d.p.i., but they are not up to magazine reproduction quality with the typical 1.13MB file size.

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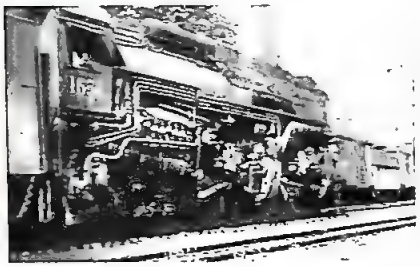

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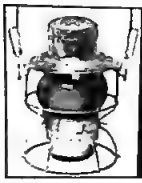
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Washington Metrorail

THEY CALL IT the Purple Line and there are those planners who would like to see it circle the city of Washington, D.C., with rails parallel to the Beltway. A preliminary idea was presented by Metro planners and engineers in early April; this proposal is a new Metro line to be constructed across the to-be-rebuilt Woodrow Wilson Bridge. The rail line would connect the Green Line in Prince George's County to the east and south of the District of Columbia with the Yellow Line in northern Virginia, south of the District. Five additional stations would be on this route; three would be in Maryland and two would be located in Virginia. One station possibility would be at the south end of Old Town, Alexandria, located on Washington Street. Other stations in Prince George's County would be Temple Hill, Oxon Hill and National Harbor. U.S. Route 1 and Fort Hunt Road in Fairfax County, Virginia, might be the location of the fifth station. The plan for the 12.5-mile piece of track is very preliminary. Part of the reason for bringing up the issue at present has to do with the reconstruction of the Woodrow Wilson Bridge over the Potomac on the Washington Beltway. Metrorail planners and management aim to make sure that the bridge will be able to hold a rail line in the future, even is the proposed rail link is not built at the same time as the bridge.

Washington Metrorail is enjoying record ridership. Among the riders were the extra visitors during spring break time, as thousands of students from all over the country come to Washington to see the cherry blossoms and the museums and other wonders of the national capital. This brought a lot of pressure on Metrorail and jammed the trains. For example, Wednesday, April 4, 2001, saw 662,405 trips made on the rapid transit line. That is the highest ridership ever for a regular weekday. And ridership is expected to go up significantly even though crowded stations and trains are likely to be features for much of the immediate future. Planners estimate that 94 additional rail cars are needed to handle riders who will come from three major new Metro projects: the New York Avenue station in the District, the extension of the Blue Line to Largo in Prince George's County, Maryland, and the extension of the Orange Line to Dulles International Airport in Virginia. Many thanks to John J. Hanlon for the news.

Trolleys roll in Scranton

An old friend of mine at Red Arrow Lines is center- door car No.76, which is now in operation in Scranton. December 18, 1954, was the last time a trolley ran in Scranton, and now, over 46 years later, the trolleys are running from the Steamtown National Historic Site's boarding platform to another platform near Roaring Brook. In between, the cars stop at the Scranton Iron Furnace's state park. Car No.76 was the first to operate on the line at the new trolley museum.

The Scranton museum now possesses 1.2 miles of electrified track. Eventually the trolleys will be extended further along the former Laurel Line, which connected Scranton with Wilkes-Barre. Eventually the trips will go on to Montage and will include a trip through the Crown Avenue Tunnel. Car No.76 was the last car in a series built in 1926 by the J. G. Brill Company of Philadelphia. The Philadelphia Suburban Transportation Company (originally the Philadelphia & West Chester Traction Company), using the moniker "Red Arrow Lines," provided suburban trolley service between the 69th Street terminal and West Chester, Ardmore, Sharon Hill and Media. The Sharon Hill and Media lines are still in operation. No.76 is a center-door car and is 48 feet long, weighs 29.5 tons, and contains 62 seats. The big cars were very often operated in two-car trains between 69th Street and Ardmore, Oakmont, Westgate Hills, Springfield and Sharon Hill. During the Second World War and after, yours truly was a regular rider on Red Arrow trolleys to junior high school and high school using center-door cars for at least a part of those daily trips. No.76 is one of about 40 streetcars that are in the collection at Scranton. It is expected that many of them will be put into operation in the years to come. Many thanks to Joseph F. Simini for the information.

McKinney Avenue back in service

The beginning of 2001 saw the McKinney Avenue Transit Authority in Dallas return to regular trolley service. The transit authority's vintage trolley service operates from 10:00 a.m. to 10:00 p.m. each day and serves an area of boutiques, restaurants and antique shops. The McKinney Avenue area is a popular venue for lunch and dinner in Dallas and was in operation before the Dallas Area Rapid Transit began its very successful light rail service.

The area also saw an expansion, the first in the eleven year history of the McKinney Avenue Transit Authority. The trolley line will be extended about a mile to the Dallas Area Rapid Transit Authority's new light rail station at Citiplace. Discussions have also started on the idea of expanding the trolley line to the West End Historic District, which is located in downtown Dallas.

At the present time the cars run about every 30 minutes, but after reaching

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

Expansion Plans

Citiplace and a direct connection with the DLRT light rail service, the service on the McKinney Avenue line will probably reduce headway frequencies to about every ten minutes.

The McKinney Avenue Transit Authority began to serve its area on July 21, 1989. It has 2.8 miles of track with 21 stops serving McKinney Avenue and several other nearby streets. The $2.5 million project to extend the McKinney Avenue line to Citiplace is expected to be open by December 2001. Four streetcars are in operation, and the cars are named, not numbered. *Rosie* was built in 1906, the *Green Dragon* was constructed in 1913, *Matilda* was a product of 1925 and *Petunia* was built in 1920. Four cars are in restoration at the present time, and will probably be needed soon to meet the demands of reduced headways. Many thanks to Charles Bogart for the news.

Transit business good in Los Angeles

With the worst congestion in the nation, pollution that is still a major problem and $2.00 a gallon gasoline for part of 2001, it seems that transit is getting more popular in the Los Angeles area and ridership is booming. The Metropolitan Transportation Authority is proposing a $2.7 billion budget for next year. The authority plans to add 117 buses to its fleet to handle additional customers; daily ridership on buses alone is up 100,000 from last year. Subway ridership is up five percent in one month from March to April 2001, and traffic is beginning to grow on the light rail Green Line. Plans are for the Green Line, which runs one-car trains between Norwalk on the east and El Segundo on the west, to run two-car trains in its service. The extremely popular Blue Line light rail service between downtown Los Angeles and Long Beach will commence running three-car trains in the near future. The platforms at the stations are being extended to handle the longer trains. Many thanks to Douglas I. Duncan for the information.

Early Bird Special

When Governor Paul Cellucci said that extra service would be offered on the Massachusetts Bay Transportation Authority between Worcester and Boston, he wasn't kidding. What is interesting is that the service from Boston to Worcester leaves South Station in Boston at 4:55 a.m. and the return trip leaves Worcester Union Station at 6:27 a.m. to arrive at South Station an hour and 20 minutes later. Even though it is early, the 6:27 a.m. train is about jammed full by the time it reaches the outskirts of Boston.

Worcester is a city that has attracted a growing number of commuters to jobs in Boston. The highways in the area are unpleasant, especially in wintertime, and the early bird train has been grasped to the bosom of the good people of Worcester. Thanks to Donald Reddick for the news.

Flashes

A photograph on the January/February 2001, issue of *Trolley Fare* (Pennsylvania Trolley Museum, 1 Museum Road, Washington, PA 15301; 724/228-9256, fax 724/228-9675; *www.pa-trolley.org*) shows Red Arrow trolley sweeper No.4 in action at the museum. The photo produced a memory trip for me. Our house and property came right up against Red Arrow's West Chester division tracks, and I remember No.4 making the scene regularly after a snowfall. The **PENNSYLVANIA TROLLEY MUSEUM** has far more to offer a visitor than just a look at a sweeper. Big news is the east site extension. Pittsburgh Railways-type tubular steel line poles were just delivered to be used on the extension. When the east extension is developed, it will be a great setting for people who wish to understand what life in the trolley era was like.

The Northern Indiana Commuter Transportation District's **SOUTH SHORE LINE** commuter rail service was beleaguered by heavy snow in the winter of 2000-'01, but things have improved greatly. The auxiliary power units have finally been delivered for the ten new cars, and they have now been put into revenue service. Because of this cushion of equipment, all six morning and evening rush-hour trains are now filled out to eight cars. The extra equipment also allows more cars to be held out for maintenance or run through the mid-life rehabilitation program.

The **ORANGE EMPIRE RAILWAY MUSEUM** (P.O. Box 548, Perris, CA 92572-0548) is looking for engineers and motormen and others to help in the work of the museum. Lots of work needs to be done and the museum is anxious to involve you.

Steve Scalzo sent a clipping from the front page of the *Chicago Sun Times* with the headline "**CTA** Alarm Buttons Go Unanswered." The *Sun Times* has been getting complaints from passengers that calls on the push-button communication system with the operators go unanswered. There is also supposedly a lack of reaction to emergency call buttons on the rapid transit station platforms. This is a scary situation in the minds of many, especially because conductors are no longer employed on the CTA rapid transit trains.

Look for rail transit action in Utah. The Utah Transit Authority in **SALT LAKE CITY** has been negotiating with the Union Pacific and has reached a preliminary agreement that involves purchase of 150 miles of rail corridor right-of-way. This line would extend to the five counties and three major cities on the Wasatch front. Because TRAX, the Salt Lake City light rail system, has been so successful, a quarter of one cent local optional sales tax was passed by voters in November 2000, in Weber, Davis and Salt Lake counties. The idea is to conserve the corridors for future passenger or recreational use. Thanks to Homer U. McDansie for the news.

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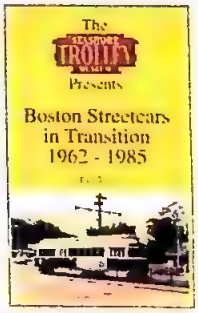

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Videos

Reviews of new releases

The Iron Horse in Schenectady: Locomotives for the World

WMHT Educational Telecommunications; Order from ShopWMHT, P.O. Box 17, Schenectady, NY 12301-0017; 60 min., $19.95 each, NY residents add state and local taxes; shipping $6.45 regular, $8.95 priority; b&w and color; VHS; 800/950-9648; *www.shopwmht.org*;

Here is a PBS production which piqued my interest. How did they do? As expected, this is not a hard core railfan tape, but one aimed at general audiences. Nevertheless, there is a nice bit of the history of the American Locomotive Company here, and the city of Schenectady, mostly in the form of b&w stills punctuated by well-researched narration and interviews with former Alco employees and a historian. As one would suspect, some of this detail we know generally, and much of the general railroading history presented we also know and have seen before (e.g. *Last of the Giants* Big Boy film clips). Despite these obvious points, this is good tape for railfans, the

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general public and anyone's children or school. Technically the tape is fine, the narration is good, and the choice of archival still and movie images from a variety of sources is very good. I would have done something different on modern day Alco operations, but it fits the intended audience. One of the primary things we learn is the intense pride that workers had for their company and its products.

The story begins back in the 1600s when Schenectady was founded, covers the *DeWitt Clinton*, the Erie canal, the beginnings of "The Works" (born of Scottish heritage) and the role of the railroads and Alco in the Civil War and the transcontinental railroad. We fast forward to modern times, riding an RS3 on the Batten Kill Railroad (some so-so shots), the Upper Hudson River Railroad (another Alco diesel, of course) and, last, the Black River and Western's 1937 Alco 2-8-0 No.60. We then jump to the Union Pacific Challengers, employing video clips of modern runs and interviews with the UP steam team. Returning to history, we are in the early 1900s, when Alco expanded greatly, furnished locomotives for WWI, and began its long relationship with cross-town General Electric.

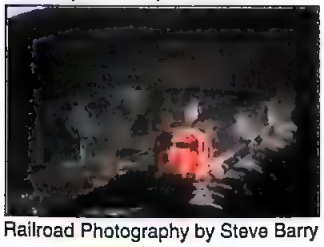
In 1927, we see New York Central Hudson No.5200 emerge from The Works in a snow storm, then we review the streamlining era of the 1930s as the Art Deco trimmings are applied to a Hudson. World War II was a time of great production increases and diversification into tanks and guns. Good shots here include numerous rare views of the Trans-Iranian Railroad, where Alco diesels fed the Russian war machine with supplies and a battalion of employees kept the railroad running. At its peak, 11,000 employees toiled away. After reviewing the Big Boy, we learn more about the multi-generational workers, the sense of family, the nursing staff and the annual picnic. After the war began a series of labor strikes, shrinking market share and the dominance of Electro-Motive and General Electric. Those issues, plus a stubborn affection for steam over diesel, all conspired to result in Alco's going out of business in 1969. From building an engine a day, the complex turned into a ghost town. It's quite a story, and worth learning about via this tape. — *Tom Kelcec*

Alcos on the Lake State Railway

Plets Express, P.O. Box 217, Altoona, WI 54720; 715/833-8899; fax 832-2560; *www.pletsexpress.com;* 99 min.; $35.95 plus $4.00 shipping; WI residents add 5.5% sales tax.

The Lake State Railway started running on former Detroit & Mackinac trackage in northeastern Michigan in 1992. Our journey starts in 1993 with diesels painted in the D&M livery (handsome), then migrates to more recent times in the LSRC scheme (either a bad dip job or acceptable zebra stripe). Covered are yard and

Alcos, Baldwins, EMD's and GE's



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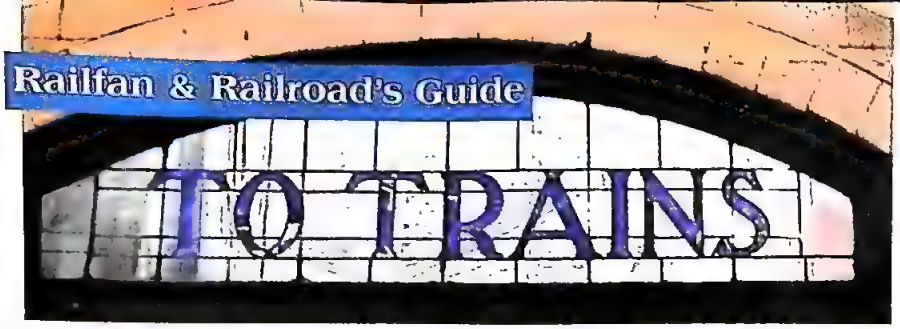

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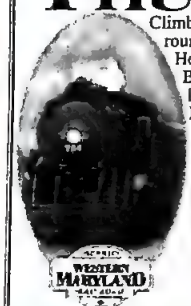

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industry switching scenes, road freights, locals, transfers and rock trains. A variety of Alco diesels are seen and well-heard, including several RS models, C425s and a single HR412. Cities visited include Bay City, Alpena and Alabaster to the east, and Grayling to the west, plus many grade crossings in between. In the yards, we spend enough time to enjoy the burbling power plants shuttling to and fro. On the road, we sometimes chase a single train. The units here are matched or in odd combinations of first and second-generation power. Consists include covered hoppers, box cars, open hoppers and tank cars — no double stacks here. There are also cameo appearances of Central Michigan GE U-boats. Common to all Plets productions, we learn the history of each unit shown the origins and destinations of most trains, and gain an appreciation for the types of traffic hauled and the route.

Two pieces of content are especially nice. First, a look at the operations of U.S. Gypsum in Alabaster, Michigan, (where a lengthy bucket line takes the rock out into the lake to load ships) with RS's powering hopper trains. Second, a quick look at the LaFarge cement operation, where an RS switches the complex, but much of the product, Portland cement, is moved via Great Lakes vessels. In both cases, ships have displaced rail over the years.

Technically, the program is fine with almost all scenes shot in the summer under sunny skies, with some nice low light, and often brilliant Kodachrome clouds as a backdrop. This is essentially a runby tape in a relatively flat area of the country populated by trees and small towns. As a consequence, the numerous three-quarter wedge runbys can look very similar, but there are some very fine ones, plus the occasional pan. The sound is pure Schenectady. The usual Plets map and roster are a valuable reference. If you want to increase your Alco tape library, consider this offering from a local shooter. — *TOM KELCEC*

more videos on page 62

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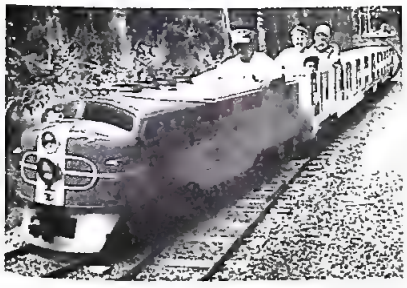

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• **BAY RIDGE BRANCH:** This New York & Atlantic segment is one of the few freight-only lines located on Long Island. Joe Greenstein rides train RS100 as it works its way along a route that has the potential to become a major link in the New York freight chain.

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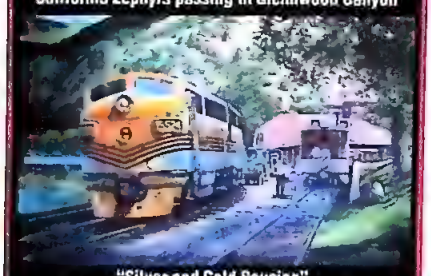

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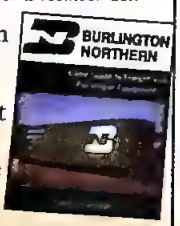

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Steamtown on the Main Line

Mark I Video, P.O. Box 404, New Milford, NJ 07646, 800/66-MARK1; each tape 30 minutes; $24.95 each, plus $5.00 shipping for first tape, $1.00 each additional. NJ residents add 6% sales tax.

Many know of the Edaville Railroad, the original Steamtown U.S.A in Vermont, and today's Steamtown Historic Site in Scranton, Pennsylvania. Unless a student of such things, you probably would not understand how all this interrelates, who the personalities involved were and how we got from zero to where we are today. This program, with script and narration by Jim Boyd, makes it all perfectly clear. Beginning in 1941 with one of the very first rail preservation efforts by Ellis D. Atwood, via family relationships F. Nelson Blount became involved, followed by Don Ball, then various governmental agencies. From a few initial purchases of standard gauge steam for display around the Edaville site, the Steamtown locomotive collection grew. The deaths of Atwood, Blount and Ball all affected the evolution of the concept and the fate of the collection.

Steamtown sits on the old Lackawanna property in Scranton, so the tape begins with DL&W steam and diesel views to set the scene. We see Edaville early on, then move to New Hampshire as Blount buys the B&M roundhouse in North Walpole. Shots of the Vermont operations out of Bellows Falls are followed by the move to Scranton. Subsequently, hard times get Congress involved. With no place to run, Canadian Pacific (Delaware & Hudson) allows excursions on their former DL&W main line until the former Lackawanna right of way east to Analomink is renovated by Lackwanna and Monroe Counties. Regular Park Service operations, the Grand Opening and various railfan events from 1990 to 1996 are covered. The tape ends with a spirited run from Scranton to Moscow using multiple camera angles on and off the engine, many editing cuts and fine weather. The tape wraps up with quick interviews of the engine crew and views around the shop.

The history of the collection is chronicled through very good footage (some archival movies, some modern video) shot during all phases of Steamtown's existence. Rare footage of steam at some of the early 20th century railroad fairs is a plus. Technical quality and editing are very fine, with most modern video shot in the sun.

Mark I has produced a second tape, *Canadian Pacific 2317*, which covers in depth this engine from its rebirth in Bellows Falls in 1978 to real-time documentation of the run from Scranton to Moscow. Some of this coverage may seem long for the casual viewer, but the archival footage of various CPR steam engines and the fan trip doings of various G5 engines balance it out. Both tapes are fine, covering different things in the beginning, the same run up the main line for the rest of the tape. Which one you might like best is a matter of personal choice. — TOM KELCEC

We'd Like You to Meet

Introducing our Cover One winners

Steve Bradley

Our Cover One winning photographer lives north of Toronto with his wife Maria; his daughter Laura started University earlier this year. Now 55, Steve Bradley's interest in railroading is said to have started that many years ago, when his mother used to take him trackside in his baby carriage to

calm him down. He got his first cab ride on a Canadian National Ten-Wheeler at the age of five.

His main focus has always been the Canadian roads, and he worked for both Canadian National and Canadian Pacific during his high school years. Major changes in the Canadian railroad scene in the mid-'60s forced him to explore other career paths, which led him to flying. He worked night yard jobs with CPR, which paid for flying lessons during the day, and in 1970 was hired by Air Canada. He is currently a 767 Captain, and very much an advocate of "if it ain't Boeing, I'm not going!"

He started photographing trains in the early 1960s, and his present equipment is a Canon EOS Elan II with which he uses Kodachrome 64 exclusively. When it comes to still photography, he counts his close friends Greg McDonnell and Jim Brown as his most valued influences. In 1984 he started producing railroad videos under the name Rail Innovations, and again, the videos concentrated mainly on the Canadian rail scene. His company presently is under contract with CPR to video the entire restoration, testing and initial run of the 2816.

Steve is also back into the real railroad scene. He works as a spare conductor on the Orangeville-Brampton and the Barrie-Collingwood short lines.

Bruce Schwierske

Our Cover One runner-up's interest in trains began in the 1960s as a youngster in his hometown of Mount Horeb, Wisconsin, which was located on a Chicago & North Western branch line. Bruce Schwierske continues with his own story:

"I can recall riding my bicycle to watch the train pass under the old Sixth Street bridge. Sometimes I could convince my mom to take me in the car and chase the train to Klevenville or even Verona, a whole ten miles away. She even took me all the way to Lancaster (about 60 miles) a couple of times to see where the locomotives were turned at the end of the line. I don't remember any details about the trains, except they were slow and I was fascinated by them. Visiting my grandparents in Colby, Wisconsin, offered the chance to see much larger Soo Line trains, which was very exciting.

"Throughout high school and college, I found other activities to occupy my time. Not until the late '80s did my train interest resurface, and by this time I finally had

enough money to travel, which is my real passion. Traveling and train-watching are two hobbies that go together well.

"I have traveled extensively in the United States and Canada to experience the famous 'hot spots' as well as many lesser-known places. My favorite places are in British Columbia, Alaska and a host of other locations in the western states — too many to list.

"I am relatively new to photography and I know very little about the technical aspects of cameras. My first and only camera is a Canon EOS Rebel that I bought nine years ago. It has been a trial-and-error process, with more errors than I'd like to admit. But I find train photography quite enjoyable and when the shots turn out well, it's even better."

Baltimore map glitch

Thanks to the miracle of modern digital publishing (drum roll, please), last month's map accompanying Sandy Mitchell's epic piece on the CSX Baltimore Tunnel fire was pretty much accompanying Sandy Mitchell's epic piece on the CSX Baltimore Tunnel fire was pretty much useless. For reasons unknown to both us and our buds at the printing plant (who shall remain nameless, right, Gordy?), the gray tones dropped out, leaving only the rail lines and type visible. Now, 98 per cent of you probably know Baltimore's street layout by heart, but for the two per cent who don't, we've reproduced the map at left. Hopefully by this time, the digital demons will have grown tired of their little game. Another casualty of the same glitch was the RAILFUN cartoon, which also lost its gray tones. But we'll leave that to your imaginations. — *W.C.L.*

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Editorial commentary

September 11, 2001

LIKE MOST AMERICANS, the events of Tuesday, September 11, 2001, will likely be with me for quite awhile. I was in Canada (chasing Cartier Alcos) when I got a phone call from my wife telling me of the tragedy unfolding in the United States that morning. I had wanted to head home immediately, but not knowing what I would encounter at the border I put off my departure until Wednesday afternoon.

I had been to the World Trade Center just a couple of weeks before the attack, on August 26th, passing through there on my way to a subway fan trip that originated in lower Manhattan. I rode on the new Hudson-Bergen Light Rail line into Jersey City to connect with PATH for the trip, but on the way in that morning I paused to photograph light rail trains passing the old Hudson & Manhattan power house in Jersey City. The building is old and run-down, and while preservation may someday come, one never knows what the future will bring, so I took a few photos.

That afternoon, coming back from the subway trip, we emerged from the PATH station at Exchange Place in Jersey City and were greeted by a stunning view of lower Manhattan, with crystal clear skies and low sun. We paused for a few minutes on the waterfront for photos, then rode the light rail to the Jersey Avenue station where the tracks line up perfectly with the World Trade Center. We took a few photos there, then headed for home. I would have never believed that of the two scenes I photographed on the light rail line that day that the one with the Trade Center would be the one that would change dramatically.

I went back to Jersey City on the Saturday after the attacks. Even seeing the scene first-hand, it's difficult to believe it actually happened.

We thank all of you who have called to inquire about all of here at Carstens. Fortunately, no one here was directly affected by the tragedy, although we were pretty shaken by all that transpired. Our prayers and thoughts go out to all the victims and their families whose lives were forever changed in the attack.

This month's FINAL FRAME was taken on August 26, 2001, just over two weeks before the attack. We're running this photo in tribute to those who lost their lives and the heroes who risked their lives to save others and those who toiled for days trying to find survivors. The photo is also a reminder that the world is a much different place now than it was before September 11, 2001.

Steve

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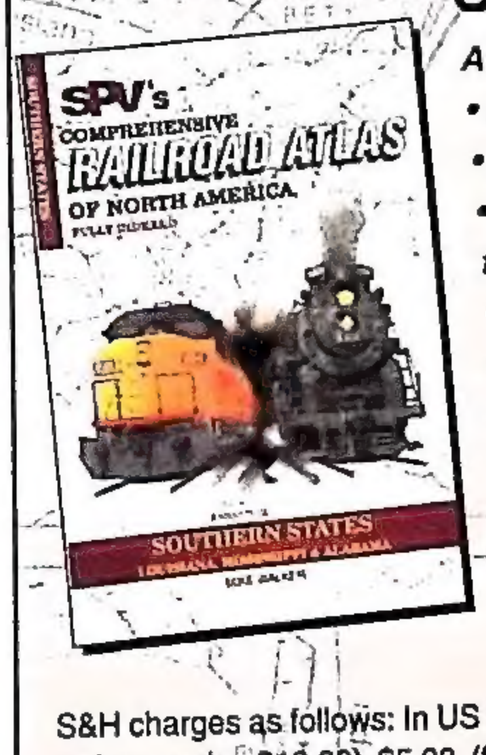

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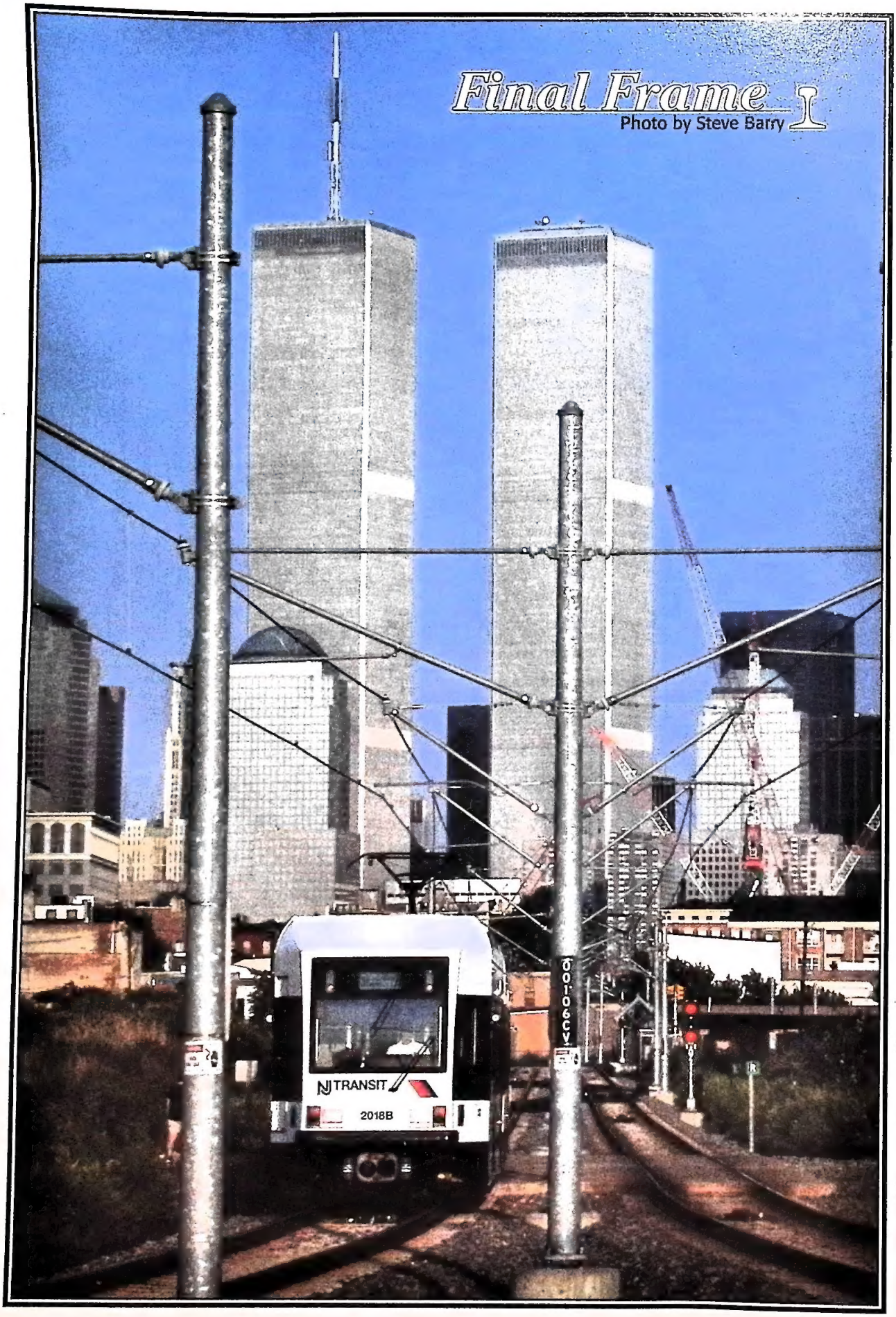

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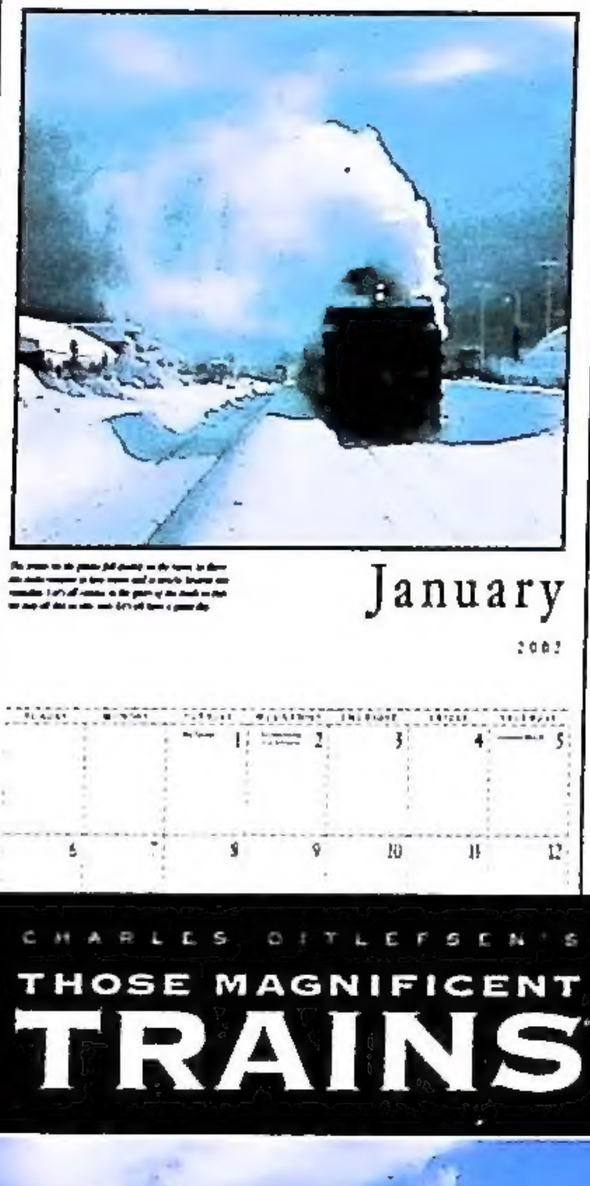

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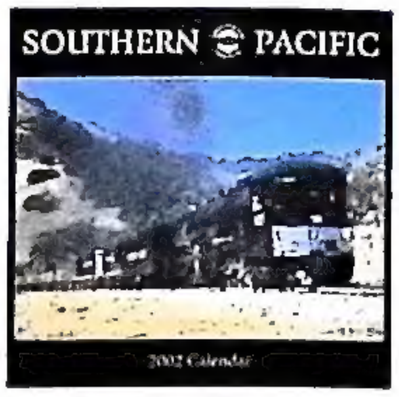

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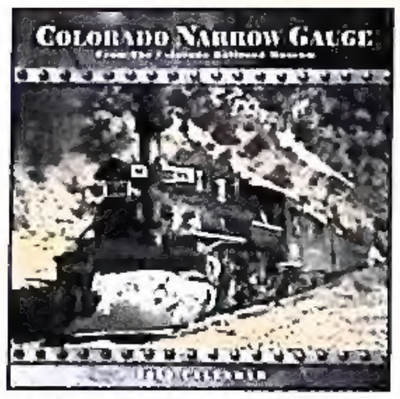

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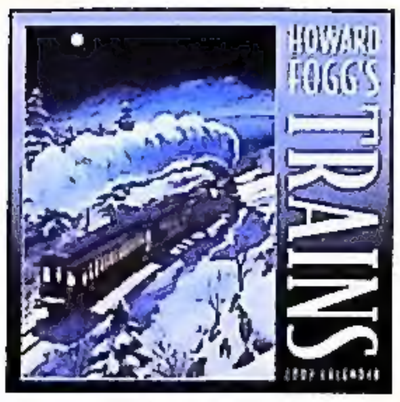

Howard Fogg's Trains
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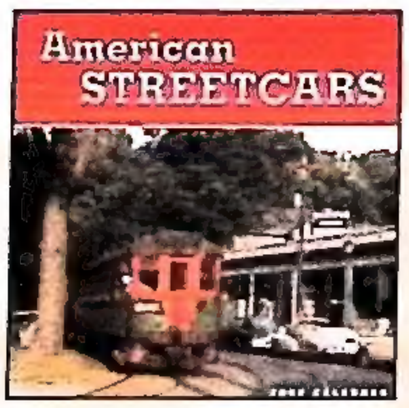
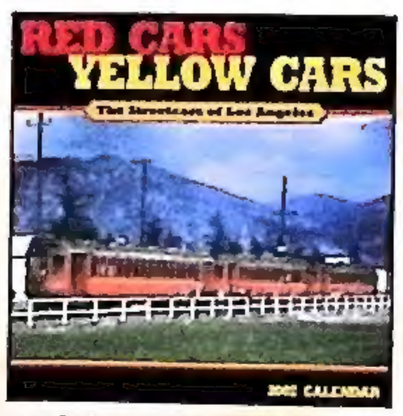
Canadian Trains
12"x 12" 4192

Pennsylvania Railroad
12"x 12" 4299



American Streetcars
12"x 12" 4157



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